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TO-NIGHT!!

Monday, April 4th. "MAID OF THE MOUNTAINS" from Daly's Theatre.
Tuesday, April 5th. "KISS CALL" from the Gaiety Theatre, London.
Wednesday, April 6th. "TAILS UP" from the Comedy Theatre, London.
Thursday, April 7th. "IRENE" from the Empire Theatre, London.
Friday, April 8th. "GOING UP" from the Gaiety Theatre, London.
Saturday, April 9th. "THE SHOP GIRL" from the Gaiety Theatre, London.

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CHINESE NEWS.

[ASIAN NEWS AGENCY.]

ANTI-PLAQUE WORK
DIFFICULTIES.

There is a serious setback in the suppression and prevention of the spread of the plague in North Manchuria. In the performance of this dangerous duty in the vicinity of Fuchien, a Chinese doctor was badly ill-treated by ignorant Chinese soldiers who went so far as to force the medical man to drink the anti-plague lotion himself on the spot. Dr. Wu Lien-teh has wired to Peking and to General Chang Tso-lin in Mukden saying that unless this inhuman and ignorant misbehaviour on the part of the soldiery is stopped, no Chinese or foreign-trained Chinese doctor will be willing to sacrifice his life in combating the epidemic, which will then easily spread southward from Harbin. Fortunately General Sun Lih-chien, now Military Governor of Kirin, is adopting a strong attitude towards the ignorant Chinese soldiery and threatening to punish severely any who obstruct the work of the doctors in the future.

PLAQUE PRECAUTIONS.

According to official reports from the Chinese doctors and the American Red Cross, no death from plague has occurred in Sanyuan and its vicinity, in Shantung province, for the last three days. The administration of the Tientsin-Pukow railway has sent experienced doctors on an inspection tour to the south of Tientsin, Chihli province. It is hoped to resume the sale of railway tickets on the line early in April if no death from plague occurs for a fortnight along the Shantung-Chihli border. A few plague deaths have occurred in the Wuchiao and the Chichow districts, in Chihli province, and doctors have been despatched to the two places to establish quarantine stations.

AN ISSUE OF PREMIUM BONDS.

The Ministry of Agriculture and Commerce has been authorized by the President to issue premium bonds for twenty million dollars for the development of Chinese industry. With the funds obtained it is proposed to establish an industrial bank, work iron and coal mines and establish silk, sugar and tea factories in the provinces. It is considered exceedingly doubtful, however, whether in the existing financial depression in the country, the business enterprise of the Chinese people for new official enterprises, especially as the majority of Chinese investors have no confidence in their Government authorities starting by industrial concerns, and the Government have not yet redeemed the premium bonds they have previously issued.

FIRE INSURANCE POLICIES.

Certain prominent Chinese merchants have written to the General Chamber of Commerce in Shanghai suggesting that, for the convenience of the Chinese general public, all insurance policies, fire, marine or life, issued by foreign and native companies in Shanghai should be translated into the Chinese language and that the Chinese authorities should make a proper investigation into the financial conditions of the companies as is done in Japan.

CHINESE GRIEVANCE IN
PHILIPPINES.

Chinese merchants and traders in the Philippine Islands have wired to the Government requesting that the Chinese Minister in Washington be instructed to approach the American Government with regard to the enactment of laws and regulations in Manila requiring foreign Chinese firms to keep their commercial books in English, Spanish or the language of the Philippines. They describe the law as a joint plot of the American-Philippine traders to oust their Chinese competitors.

JAPAN'S RED CROSS SOCIETY AND
THE FAMINE.

The Chinese Chamber of Commerce at Shanghai has been advised by the Tokyo headquarters of the Sino-Japanese Commercial Association that with a view to ameliorating the condition of the Chinese famine sufferers in Chihli, Shantung, Shanxi, Honan and Shensi, the Japanese Red Cross Society is selecting experienced doctors, nurses and other field workers for services in North China, as soon as possible, at its own expense, and that the sole idea is to show to the Chinese people that the majority of the Japanese people are doing their best for Chinese famine victims. The whole scheme cannot be published at the moment because it is the intention of the Japanese Red Cross to launch a big voluntary medical offensive into North China in the hope of establishing permanent Japanese hospitals and medical colleges in the same way as the Europeans and the Americans are doing in China. The promoters of the scheme only ask for spiritual co-operation and support from Chinese and foreigners, while, at the same time, they will not accept any assistance from the Tokyo Government, except in such cases where aid is absolutely necessary, so as to show to the Chinese people that there is an opportunity for the Chinese and the Japanese to work hand in hand for their mutual advantage in the Far East. This idea is favourably commented upon by the Chinese.

PREVAILING CRISIS IN
MERCHANT SHIPPING.

5,000,000 TONS IDLE.

[BY ARCHIBALD BURN.]

"Under present conditions very little shipping is being run at a profit; on a great many voyages heavy losses have recently been incurred." That statement appears in the report of the Chamber of Shipping of the United Kingdom, which has just been issued, and directs attention to the crisis which now confronts the merchant shipping of this country as well as other countries. It is calculated that at least 5,000,000 tons dead weight, or approximately 3,000,000 gross, are now laid up in British, American, and Scandinavian ports apart from 600 wooden ships under the United States flag which are also idle. There is this consolation to be obtained from this revelation—that only 0.2 per cent. of British tonnage is tied up, while the percentage in Scandinavia is 20.2 per cent., and in the United States 21.2, without taking account of the wooden ships which are eating their head off. But there is little solid satisfaction to be gained from that comparison, since, as is stated, few British ships are now being run at a profit. The earning capacity of ships has fallen, but, except in the matter of coal, there has been no reduction in the running charges. The latter are 140 per cent. above 1910, and higher than they were before the war in the coasting and home trade and the foreign trade respectively, while the dramatic fall in freights is reflected in the time-charter rates, which have declined from 25s. to 7s. 6d., or 70 per cent.

But for the war there would be no surplus of ships to-day, but unfortunately the decline in the volume of the world's trade to be carried by sea has been accompanied by a rapid increase in the world's tonnage. There is now afloat 8.2 million tons more than at the opening of the war. In this connection it is remarked in the report—

"That there is a surplus over the world's requirements is demonstrated by the collapse of the freight market. The cause is not far to seek, and is found in the widespread economic disorganisation in the Old World, with its reaction on the New, which has been one of the most deplorable results of the war. It is probably an underestimate to state that 200,000,000 persons in Europe, formerly customers of this country, are now so distraught and impoverished that they are able to produce little, with the result that their overseas purchasing power has largely disappeared. The official trade returns continue to convey a false impression of the production and movement of commodities, since they reflect merely the appreciation of value and tend to conceal the falling off in actual output. In the foreign trade of the United Kingdom, which were 72,000,000 net tons in 1913, amounted to 72,000,000 in 1919, and rose to only 50,000,000 in 1920. The weight of our exports and imports during last year were moreover, only about 60 per cent. of those of 1913, marking a very slight improvement on the figures for 1919. The most serious falling off, from the point of view of the shipowners, was in coal exports, which decreased from 73,000,000 tons in 1913 to about 20,000,000 last year."

PRIVATE STATE OWNERSHIP.
British shipowners have met the crisis with courage and competency. The have been engaged in picking up the threads broken under the influence of the war, and have made considerable progress in restoring ships to the longer sea routes from which they had to be withdrawn during the intensive submarine campaign. In this work they have been co-operating with many countries, owing to the activities of the State-owned ships of the United States, France, Canada, Australia, South Africa, and other countries, but nevertheless, they have also started several new services. The most notable of these are from North-Western European ports to various parts of the world, and a British syndicate has taken over the Danube River navigation. It is added—

"The American Shipping Board has inaugurated services not only between American and foreign ports, but also between terminals neither of which is in American territory, e.g., Japan, China, and the Straits to the United Kingdom and Ceylon."

"The Canadian Government has entered into competition with private ownership, and in doing so has enlisted the support of several of the great shipping lines in running services from both Eastern and Western ports of Canada. British owners will not only be met by competition of Government, but by intense competition from foreign shipowners who have been more advantageously placed during the war, and in this respect one of the most remarkable events of the year has been the union of all the principal Dutch steamship companies in one great combination."

"It has recently been reported that a British company has purchased a number of ex-German ships which will be time chartered to the Dutch combine, and will be run in many of the lines in which the Germans competed severely with the British owners before the war."

There is accumulating evidence of a tendency on the part of foreign Governments to interfere with the economic laws which must govern sea carriage, if it is to be at once cheap and efficient. The Chamber of Shipping remarks that "It is to be deplored that instead of progress being made towards international freedom of shipping on equal terms without flag discrimination, as it is in the British Empire, where complete freedom is given to foreign as well as British shipowners, many countries have taken steps in quite the opposite direction." After a reference to the Jones Shipping Bill, the report adds—

"Other examples of restrictive measures of this kind are found in the Measures of the Governments of Uruguay and Chili restricting the coasting trade of those

countries to national ships. Such measures as these cannot fail to be of great interest and importance to Great Britain and all other countries, whether maritime or not. British shipowners have constantly expressed their conviction that the best interests of the nation and the world can only be served not only by leaving shipping to private enterprise, but by keeping open the ports of the world to international shipping without discrimination, and with some not unimportant exceptions considerable progress had been made before the war towards that end."

"It is to be hoped that measures such as these will not compel British and other nations to reconsider their policy of international freedom for shipping."

FALL IN SHIP VALUES.
The warning note struck in the last sentence of this quotation from the report is a significant view of the investigations which the Imperial Shipping Committee is conducting. After commenting upon the efforts of the Germans to re-establish their system of control stations, so as to divert emigrant traffic from the Continent into German vessels, a paragraph is devoted to the suggestion made last year of a capital levy. "The utter economic unsoundness and injustice of such a measure," it is remarked, "was fortunately appreciated by the Government, and the proposal was dropped."

When the scheme was discussed in the summer the Shipowners' Parliamentary Committee pointed out that "many capital assets would be valued at wholly fictitious values, so that under modern conditions of industry ruinous loss to many industries would be the inevitable consequence of a tax based upon them."

We have not had to wait long for proof of the accuracy of this prophecy. Ships must have been valued for the purpose of such a tax on the basis of current sales. What has happened? Current sales prices in June, 1920, were no less than 65.5 per cent. higher than sales in January, 1921. This percentage is based on the prices paid on sales of new vessels of equal size and class which changed hands in January, 1921, and June, 1920, respectively, at the widely different figures of £25,000 and £180,000. The fall in sale prices of old tonnage has been even more considerable.

Though shipowners are evidently disturbed by the increase of mortgage on board ship and by the policy of several foreign and Dominion Governments in interfering with the freedom of shipping, there is nothing in this report to suggest that they have lost confidence in the future of this British industry. British shipping has fortunately always been operated on sound economic lines, and the old-established firms, realising the ups and downs which are inevitable in freights and passenger fares, have been in the habit of making provision for a rainy day. The result is that the industry as a whole is in a thoroughly healthy position, and, given fair play, free ports as well as free seas—there is shipping will hold its own in the keen rivalry which is now developing. In spite of the war and its wide-spreading influence, we still own 35 per cent. of the sea-going steam tonnage of the world, or 38.7 per cent. if account be taken of the vessels belonging to the Dominions. *Daily Telegraph.*

SINGAPORE WIRELESS STATION.

Lieut. Commander T. J. Linberry has been appointed to the charge of the Wireless Station at Singapore, and will be borne on the books of the *Tamara* at Hongkong whilst so employed. Commander Linberry has served afloat since September, 1899. He reached the rank of lieutenant in 1905, and lieutenant-commander in June, 1913. During the late war he had a varied career on several of the naval "fronts."

HONGKONG VOLUNTEER DEFENCE
CORPS.ORDERS BY LT.-COL. L. G. BIRD, D.S.O.,
ADMINISTRATIVE COMMANDANT.

Parades for week ending April 9th will be held in accordance with programme of work.

INSPECTION.
The General Officer Commanding will inspect the Corps on the evening of Tuesday, April 19th.

Every member of the Corps (Reserve Company included) is required to attend.

Mounted Infantry Section will parade mounted.

Further details will be notified later.

Parade.—A practice parade for the above Inspection will place at Volunteer Headquarters, at 5.30 p.m., on Monday, April 11th.

Dress.—Khaki tunics, shorts (Scottish Company kilts), puttees, black boots, helmets, rifles and bayonets.

Web Equipment.—Belts, braces, ammunition pouches only (no haversacks or water-bottles).

Leather Equipment.—Belts, bandoliers (no haversacks or water-bottles).

Artillery.—Engineers and Mounted Infantry Section will parade with rifles and bayonets.

Machine gunners parade with revolvers.

MUSKETRY.
Part II. Musketry Course will be fired Sunday, April 10th, at King's Park Range, commencing at 10 a.m., by all Casuals of the Corps who have not yet fired.

Officer for duty.—Lt. F. C. Hall.

Mounted Infantry Section.
Parade at Polo ground, Causeway Bay, on Friday, April 8th, at 6.30 p.m. Dress: Drill order.

CADET COMPANY.
Parade at Headquarters on Tuesday, April 5th, at 5.30 p.m. Dress: Drill order. Attendance: Strong as possible.

G. F. E. BARROW, Lt.-Major, Adjutant, H.K.V.D.C., Hongkong, April 1st, 1921.

THE NEW CHINESE-TRADE
CORPORATION.

THE NATURE OF ITS OPERATIONS.

The formation of this corporation has been largely due to the endeavours of, amongst others, Mr. Henry E. Metcalf, of Messrs. Babcock & Wilcox, Ltd. In a note he has forwarded to *Eastern Engineering*, Mr. Metcalf states that this is the first occasion in history that any foreign country has been able to secure such a charter from China, and that the charter is remarkable owing to its very wide scope and the exceptional privileges which it grants. Mr. Metcalf reminds us that in granting this Charter the Chinese Government does not abrogate any of its powers as a Government, but issues a mandate giving full authority to the holders to form a corporation having half Chinese and half British capital operating under its own articles of Association and by-laws. Hitherto the most serious drawback to the expansion of trade and industry in China has been the inability of foreigners to own land and property outside the Treaty ports, and the Chinese are now becoming alive to the fact that such restrictions are serious obstacles to the advancement of their country.

As was recently announced, the new Chartered Corporation is now in process of formation, and it is anticipated that it will be ready for business at about the same time that the recently instituted new four-power loan consortium will be in working order.

It is understood that the railway requirements of China will be one of the first considerations of the new consortium, but in addition to railways there are hosts of other enterprises, chiefly industrial, which, with the assistance of its powerful Chinese associations and its exceptional charter, the new Corporation will be in a position to develop.

One of the principal features of the new Corporation will be equal opportunities for all representative Chinese and British manufacturing and trading concerns, in the direction of obtaining from the Corporation technical and financial assistance for the setting up of works and factories of all kinds in China, and as to the best mode of the disposal of British home-made products in the markets of China.

It has been already announced, it is not intended to call for subscriptions from the public at the present time, but to give British manufacturers the opportunity of subscribing for founders' shares only, with which capital the business of the Corporation will be commenced. Afterwards, when the affairs of the Corporation have been placed on a sound footing as a successful going concern, the public, both in China and Great Britain, will be invited through the usual channels to subscribe for ordinary shares in the capital of the Corporation.

The Corporation has no monopoly, and as far as possible all British manufacturers whose are known to be interested in trade with China will be given an opportunity to subscribe for founders' shares in the Corporation, should they be desirous of doing so.

CABLE COMMUNICATION FOR
SWATOW.

As a result of military operations in China, the only telegraphic connection of Swatow with the outside world was recently interrupted for three months. Therefore, telegrams reached Swatow only by post from Hongkong. Commenting upon this situation, Consul Myers, of Swatow, calls attention to the effect upon business of such an interruption, stating further that Swatow has no cable connection. Three lines of the Chinese Telegraph Administration touch at Swatow, but the service at its best is very poor, the lines are not kept in good condition and interruptions are frequent in bad weather. The unreliable nature of this service, therefore, points to the laying of a cable to Swatow as the only solution. In view of the commercial future of the port, which trade is twice that of Amoy and Foochow combined, which ports have cable services, the demand for dependable telegraphic and cable communication is apparent.

£1,000,000 GOODS BY AIR.

From August 20th, 1919, when air traffic between Great Britain and the Continent opened, until the end of November 1920, Britain's imports by air totalled £668,084 and exports £344,876. In October and November 1920 the imports were £172,232 and exports £109,531, in each case nearly four times as great as in October and November 1919.

The bulk of the air imports came from France, and included large quantities of women's costumes, and dresses, hats, hosiery, feathers, artificial flowers, precious stones, kinema films, and other goods to the value of £20,076 in October and £27,076 in November.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. O. Hartzfeld, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—Advr. [69]

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in different shapes and assorted colours.

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728

MISSION OF HEALING.
AT ST. JOHN'S CATHEDRAL.

Mr. James Moore "Hickson" is hoping to arrive in Hongkong on Sunday, April 10th, by s.s. *Takadu*. He is a lay member of the Church of England, and will conduct a Mission of Healing at St. John's Cathedral. He will work under the sanction of the Bishop of Victoria.

Mr. Hickson has just concluded an extended tour in India, where he has held Missions in the dioceses of Colombo, Travancore, Dornakal, Madras, Bombay, Lahore, Lucknow and Calcutta.

Writing of his time in India, the Metropolitan (Dr. Foss Westcott) says that all the Bishops have spoken warmly of his work, and they consider that the spiritual effect has been more striking than the physical, though there have been many very remarkable cures from deafness, blindness, and paralysis, besides other diseases.

Another Bishop writes: "He has an undoubted gift of healing, and a wonderful way of stimulating faith and holy living. I hear nothing but good reports—and wonderful reports—from the places in India he has visited."

The results of his Missions are both physical and spiritual, we are informed. Enormous crowds flocked to him in India. Some cures were palpable and seen by all. Others were reported afterwards: limbs straightened, sight restored, disease healed.

The following is taken from an account of Mr. Hickson's Mission in a town in South India: "The Mar. Thoma Metropolitan, as well as our own Bishop (the Bishop of Travancore), was present in the sanctuary at the Healing Service on the first day, and on the next day the Suffragan Metropolitan attended and remained throughout, delivering the Benediction at the close. Besides our own clergy several kattanars of the Mar. Thoma Church and one or two Jacobite kattanars were present each day. Among the sick folk there was hardly a section of the community unrepresented. Even Brahmins and Nayers and aristocratic-looking Syrian Christian ladies knelt side by side with outcasts, non-Christian as well as Christian, all thought of religious or social distinctions put aside for the moment, all being filled with the same need and the same hope. The catholicity of suffering and the catholicity of Christ's compassion and will to heal was the thought aroused by the spectacle."

Previous to visiting India, Mr. Hickson laboured for sixteen months throughout the dioceses of the American Church, and also visited Canada, holding a remarkable Mission in Toronto.

Dr. Manning, now Bishop of New York, in a letter to Mr. Hickson on the conclusion of his Mission in America, says: "As I look back over it all, my wonder and thankfulness for the results grows deeper and deeper. Such a response as you have found, and such results as have followed, would not have seemed possible to any of us. It is plain that, although we did not know it, the time was ripe for this message. The help which your Mission has brought to the sick and suffering—has, indeed, been great; but it is the testimony of all that the spiritual results have been greater."

Mr. Hickson wishes to work in fullest co-operation with the medical faculty. His teaching is that all healing, whether effected by medicine, surgery, mental processes or spiritual treatment, is God's gift; that what is purely physical produces only physical results; what is mental affected only mind and body; while spiritual treatment may affect the whole man.

The tentative arrangements for the Mission in Hongkong are as follows:—On Monday, April 11th at 5 p.m. at the Cathedral Hall Mr. Hickson will meet the clergy and the other workers who are to help in the Mission. The principal Mission Services will probably take place on the mornings of Tuesday, Wednesday and Thursday, April 12th, 13th and 14th from 10 a.m. to 12.30 p.m. On the last evening of the Mission there will be a special Thanksgiving Service.

A preparatory meeting, for those interested will be held in the Cathedral Hall on Wednesday, 6th at 10.30 a.m.

There will also be a daily service for preparation at St. John's Cathedral at 10.15 a.m. and Holy Communion on Thursday, 7th at 7.15 a.m. Mr. Hickson lays the greatest stress on preparation by prayer for the Mission.

A list of detailed arrangements will be issued later.

If publicity is dangerous the want of it is fatal.—Lord Robert Cecil.

There is an international factory about prohibition.—Dr. Saleeby.

SPORT.
FOOTBALL.

MATCHES FOR TO-DAY.

The following match will be played in the Hongkong League, Division I, to-day:—
H.M.S. *Titania* v. Hongkong Police Club ground, 4.30 p.m. Referee, Mr. Jones.

UNITED SERVICES LEAGUE.

H.M.S. *Tamar* v. H.M.S. *Curlew*, Navy "A" ground, 4.30 p.m. Referee, Mr. Leaf.

A good game should be seen on the Club ground between the *Titania* and the Police, with the sailors taking the points. The Police will be assisted by Swan and Pearson, both interport players, and should give the Shield winners a hard game.

On the Navy "A" ground between the two Navy teams a fast game should be seen. The *Tamar*, having the assistance of the Sloops in port, should win. The *Curlew* have played good football in the ships' League, defeating the *Hawkins* by two goals to nothing.

In the Junior division there are three matches down for to-day.

The St. Joseph's Staffs' match is the most important, as it still has a bearing on the division Championship. The *Carthage* having left port and having withdrawn from the League the College team have only to play three more games, and should have little difficulty in annexing the remaining points. By doing so they will equal the leaders and the final match of the League would be a replay between the College and the R.G.A. Reserves.

The Orlers meet the Club Reserves and a good game should be seen with the Orlers winners.

The United-Kowloon Reserves match, on the S.C.A. ground, will be another good match, which should end in a draw.

The *Hawkins*, winners of the U.S. League, are playing an exhibition match with the Rest of the League, on the Club ground, on Wednesday next, at 5 p.m. The League shield and medals will be presented to the winners at the close.

Another good match between H.M.S. *Hawkins* and H.M.S. *Titania*, winners of the U.S. League and Challenge Shield, respectively, is to be played on Saturday, April 9th, 1921, on the Club ground at 4.30 p.m. under the distinguished patronage of H.E. Vice-Admiral Sir A. L. Duff, K.C.B. The proceeds of this match will be devoted to Earl Haig's Fund, and the Navy are expecting a record gate.

UNITED v. KOWLOON.

The following will represent the United in their last League match against Kowloon to-day on the South China ground, kick-off, 3 p.m. sharp:—J. Beach; J. Leonard and D. D. Urquhart; A. E. Simmons, D. Laing, Wm. Baker; J. Kent, P. Brown, C. H. Blake, C. Driscoll, G. Chubb.

LAWN TENNIS.

YESTERDAY'S TOURNAMENT PLAY.

Open Doubles.—Major Edwards and R. Townsend beat Major Greenaway and Capt. Oliver, 4-6, 4-6, 6-2, 6-2, 4-6.

Club Championship.—A. B. Raworth beat G. Miskin, 10-12, 8-6, 7-6, 6-3.

Mixed Doubles Handicap.—Lieut. Col. F. J. Bowen and Miss Bowen beat Major C. Willson and Mrs. Bowen, 6-7, 6-4.

Handicap Doubles.—A. D. Humphreys and J. B. Penman beat A. H. Crook and A. Dyer Ball, 4-6, 7-5, 9-7.

Handicap Singles "B".—Lieut. Larkcom beat J. H. E. Freeborn, 6-0, 4-6, 6-2.

TO-DAY'S PROGRAMME.

Open Doubles Championship.—H. and H. Hancock v. Commander Johnston and Surg. Lieut. Morrison.

Open Singles Championship.—Ng Sze Kwong v. S. H. Ismail.

Club Championship.—J. B. Penman v. Major Edwards.

Handicap Singles "B".—E. F. Caville v. H. V. Dawson.

CRICKET.

H.K.C.C. v. KOWLOON.

The following will represent the Hongkong Cricket Club v. Kowloon, in the League match, at Kowloon, to-day at 2.15 p.m.:—F. H. Farthing (capt.), I. J. Davies, A. E. A. Webster, W. H. Hope, E. J. R. Mitchell, T. W. B. McPhail, H. A. Sawyer, H. H. Day, J. G. Lyon Brown, C. C. Dance and A. N. Other.

QUEEN'S COLLEGE ATHLETIC SPORTS.

The annual athletic sports of Queen's College held on Thursday at Causeway Bay were voted a great success—in fact the most successful ever held. There were no less than 23 events, and the Senior individual championship went to Young Wing-fai, who secured 13 points, and the Junior Championship to C. Abraham, with 17 points. Mrs. Severn gave away the prizes.

THE PHILIPPINES.

U.S. COMMISSION ARRIVING BY THE S.S. "WENATCHEE".

Cable advices received by the local office of the Admiral Line report the arrival of the s.s. *Wenatchee* at Los Angeles, California. As this ship was built on the Atlantic Coast, an "excursion" was arranged from New York to Seattle via Havana, Panama Canal, Los Angeles, San Francisco and Seattle. Her arrival on the West Coast according to schedule assures her sailing from Seattle on April 9th and arrival at Hongkong on May 1st. Her departure from Hongkong homeward is fixed for May 14th.

Prominent passengers on board for the Orient include Captain Robert Dollar, of the Robert Dollar Company; Major-General Leonard Wood and Staff; Ex-Governor Forbes of the Philippine Islands; and seven newspaper correspondents.

General Wood is visiting the Philippines at the request of President Harding to investigate and report upon conditions as they exist and formulate plans for the future of the islands.

Mr. Forbes was Governor of the Islands for a term of about eight years, and his contact with conditions combined with the wide experience of General Wood should enable the Commission to present to the President a complete and interesting report.

COMMERCIAL TRAINING AT HONGKONG UNIVERSITY.

The Acting British Commercial Secretary at Hongkong was recently approached by the University of Hongkong for assistance in a new scheme for commercial training which has recently been started there. The course of study for the Degree of Bachelor of Commerce includes lectures on industry, trade, and transport.

In connection with these the University has expressed the desire to receive from United Kingdom manufacturers for exhibition purposes lantern slides, and, if possible, cinematograph films illustrative of the processes used in the following industries:—

Food, drink, and drug manufacture, milling, brewing, etc., textiles, clothing, leather, tools and machines; structural industries (1) smelting and manufacturing of heavy iron and steel; (2) ships, bridges, and railways.

A good deal of publicity is being given in the United Kingdom to these requests, and in London the Department of Overseas Trade is co-operating.—*Eastern Engineering.*

BRITISH AND FOREIGN BIBLE SOCIETY.

REPORT OF THE HONGKONG AUXILIARY.

The report of the General Committee for the year 1920, which is to be presented at the annual meeting in the Helena May Institute on Tuesday evening, states that Bibles, Testaments and Portions (i.e., single Gospels), amounting to 5,048 copies were sold. There was received, by sales, the sum of \$1,248.11. The total includes Scriptures in English, 361 copies. Other leading languages of the West are slightly represented in the statement of sales, also Japanese and the languages of India. Publications in various forms of Chinese, comprise the bulk of the issues under notice.

Aid to the Society, from this auxiliary, has again been rendered, through the Ladies' Committee, as a chief channel for collecting subscriptions. A Chinese lady collector had part in this service. The Committee trusts that her example will be followed by others and that the Bible Society will derive increasing support from the Chinese Churches of the Colony. In China, last year 9,274,000 books were distributed, the largest total yet recorded. More than 3,000,000 of these consisted of portions of Scripture, mostly Gospels, which were sold by colportage. Last year the Society placed five and a quarter million volumes in the hands of people speaking many different tongues. This result is the more remarkable when it is remembered that in Central and Eastern Europe as well as in Russia, many colporteurs have not been able to resume their work since the war.

Income has increased to \$386,000; expenditure is also greatly in excess of previous figures. Printing to-day costs two and a half times the previous rates, and paper six times the previous rates. The accounts of the Hongkong Auxiliary show that the receipts amounted to \$1,957.69, including \$304.89 collections in Churches, etc., and \$1,533 collected by the Ladies' Committee. There remained a balance in hand of \$42.71 at the end of the year.

THE CANTON REGATTA.

THE HONGKONG CREWS.

The following crews will represent the Royal Hongkong Yacht Club at the Canton Regatta to-day:—

Senior Four.—C. D. Logan (bow), V. G. Smyth (2), P. Havelock Davies (3), J. S. McCann (str.), H. W. Poley (cox).
Senior Pair.—V. G. Smyth (bow), J. S. McCann (str.), H. W. Poley (cox).
Junior Four.—L. Emerson (bow), J. T. Lamplugh (2), Capt. Neal (3), Capt. Dodwell (str.), H. W. Poley (cox).
Junior Pair.—J. Huxley (bow), P. A. Dixon (str.), H. W. Poley (cox).
Single Sculls.—J. S. McCann.

THE CHINA FAMINE RELIEF CAMPAIGN.

The latest bulletin received from Peking states:—China's National Famine Relief Drive, now approaching its last stage, is proving in cold figures the willingness and eagerness of the whole people to unite in a common cause and push that cause to a conclusion.

The fund to-day totals \$2,275,000 and in that fund all the people, from H.E. President Hsu Shih Chang, who was honorary patron, to the plainest of workers, are represented. The generous personal gifts, the bills and silver coins and the mountain of coppers, combine to show the real popularity of the movement to still the famine.

Gifts from the Ministry of Interior and Tsing Hua College bring the Peking total to more than \$350,000. Canton has wired that \$70,000 has already been remitted to the Peking-Drive Committee. Shanghai which has set its goal at \$1,000,000 is continuing its drive to the end of March, the total now exceeding \$800,000. The 5,000 students who conducted a tag day, raised \$10,000 and the women in their house to house canvas raised \$41,000.

Field workers unite in declaring that never in China nor abroad was there a more thorough coming of all classes for funds nor a more whole-hearted response to the appeal. Nearly every provincial capital organized a drive committee and extended its operations through the province. To date, 59 counties have made returns to the Peking Committee along the Drive extended from Mongolia to the extreme south where Canton is still working and from the western country to the coast.

Chinese and foreign residents united everywhere, worked in the closest harmony, gave generously and all without any object other than the relief of distress.

Success is a large measure was due to Mr. Sun Pao Chi, Chairman of the drive and the committee chairman who formed his staff. The unquestioned character of Mr. Sun inspired confidence throughout the republic. He not only gave his own service and a great deal of the work he did, but he also contributed to the success of the campaign that the committee can not name them all, but it wants to thank them all impartially, in the same spirit in which they did their work. Publication of the donations is contemplated at an early date however. The funds are all to be turned over to the various international committees to be expended under careful and rigid supervision.

The following tables show the amounts raised in the various centres to date and also the amounts collected by the several Peking banks which collected the funds during the drive:—

Received by:	
Bank of Communications, Peking	\$ 80,000.00
Bank of China, Peking	71,000.04
Exchange Bank of China, Peking	4,154.88
Sino Italian Bank, Peking	1,647.71
Chinese American Bank of Commerce, Peking	64.90
Hongkong and Shanghai Bank, Peking	26,873.19
Banque Industrielle de Chine, Peking	7,559.43
Banque de l'Indo-Chine, Peking	885.00
International Banking Corporation, Peking	45,834.76
Asia Banking Corporation, Peking	30,838.45
Chartered Bank of India, Australia and China, Peking	3,174.01
Russo Asiatic Bank, Peking	956.00
Banque Belge pour l'Etranger, Peking	3,895.52
Yokohama Specie Bank, Peking	60,240.70
	\$343,663.63

Received from Salt Galle (and paid direct to United International Famine Relief Com.) \$500,000.00

Total amount received to date (18.3.21) \$843,663.63

Total amount paid out to United International Committee \$240,700.00

Amounts received from cities outside Peking (included in above total):—
Shanghai \$10,777
Yunnanfu 68.00
Antung 70.00
Pingtingchow 1,000.00
Fengyang 947.01
Hankow 2,639.23

Shanghai	\$ 800,000
Hankow	175,000
Nanking	100,000
Tsinan	70,000
Kaifeng	64,000
Taiyuan	60,000
Changsha	30,000
Sianfu	12,000
Anking	10,000
Chingkiang	5,400
Hongchow	7,700
Soochow	40,000
Wuhu	5,000
Lanchow	1,000
Peking	835,000
Canton	70,000
	\$2,725,100

Campaigns Not Reported.—Tientsin, Paotinglin, Moukden, Chengtu, Many Smaller Points, and Chungking.

BISHOP WANTS LAUGHTER IN THE ABBEY.

"I want to see people laugh in St. Albans abbey," said the Bishop of that diocese at Luton. "Why should we not laugh in God's house? We must get rid of the awful distinction between religion and life. I want to see the Church helping to bring courtship on a proper level, instead of kicking it into the dark places of the earth. Let young people hand their mates at church; then their lives will be consecrated to the service of their fellows."

LANE, CRAWFORD & CO.



have just received

NEW STOCKS

for the

RAINY SEASON

BURBERRY
RAINCOATS

There is just that SOMETHING about the style of a genuine Burberry that makes all the difference.

"ZAMBRENE" TRIPLE-PROOF
RAINCOATS.

LIGHT RUBBER WATERPROOFS.

UMBRELLAS, OVERSHOES.

MOTOR CYCLISTS' OVERALLS.

PHILLIP'S RUBBER SOLES & HEELS.

Lane, Crawford & Co.



LANE, CRAWFORD & CO.

ESTABLISHED 1850.

SHIPCHANDLERS.

COMPLETE SHIP'S OUTFITS.
DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.
OILS, PAINTS AND VARNISH IMPORTERS.
ENGINEERS' TOOLS, BLOCKS AND TACKLE.
HEMP AND MANILA ROPES ALL SIZES.
PACKING AND ASBESTOS GOODS.
SOLE AGENTS FOR DOBBIE McINNESS NAUTICAL SPECIALITIES.
HONGKONG.
Tel. 1741.

OPERATIC RECORDS YOU SHOULD HAVE IN YOUR COLLECTION.

D5576—Lohengrin	 A. Polvera
D5576—Lohengrin	(Evros maggior)
D5576—Madame Butterfly	 G. Armanini & T. Parvizi
D5576—Madame Butterfly	(Addio horrore ai)
D5550—Pagliacci	 E. Cottino & E. Badini
D5550—Pagliacci	(Nedda Fonia)
D5554—Manon	 A. Bendinelli
D5554—Manon	(Il sogno)
D5543—Faust Trio	 Bendinelli, Formichi, Martino
D5543—Faust Trio	(Che fate qui, Signor)

The Anderson Music Co., Ltd.
16, Des Voeux Road Central.

Powell

TELEPHONE 3146.

JUST UNPACKED

GENTLEMEN'S
KNITTED NECKWEAR
IN MANY SMART DESIGNS.

These are hand-made of High-Class Silks. Gentlemen who prefer this kind of Neckwear should not miss seeing them.

Wm. POWELL, Ltd. SPECIALISTS IN GENTLEMEN'S NECKWEAR.

NEW ADVERTISEMENTS

CAMPBELL MOORE & CO., LTD.
(In Liquidation)

NOTICE IS HEREBY GIVEN pursuant to Section 181 of the Companies Ordinance, 1911, that a meeting of the Creditors of CAMPBELL MOORE & CO., LTD. (In Liquidation), will be held at the Offices of Messrs. PRATT, SMITH & FLEMING, 5, Queen's Road Central, 1st floor, on SATURDAY, the 8th day of April, 1921, at 12 o'clock Noon, for the purpose provided for in the said Section.

Dated at Hongkong, the 30th day of March, 1921.
J. HENNESSEY SETE, F.M.A.S.,
Liquidator.

THE ORIENTAL LINE OF STEAMERS.
(Incorporated in Singapore).

WE have been appointed as Agents for the above line of steamers, taking cargo and passengers to the Straits and Japan at current rates.

HIN FAT & CO.,
Kwok Hin Wang,
Manager.

107, Wing Lok Street.
Telephone 3453.
Hongkong, 1st April, 1921.

VEREENIGDE NEDERLANDSCHE
SCHEEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN.
(HOLLAND-FAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, LA
ROCHELLE PALICE, LISBON, GENOA
AND SINGAPORE.

THE Steamship "ROBOR" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 8th April, 1921, at 4 P.M., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godown where they will be examined on the 7th April, 1921, at 10 A.M., by Messrs. Godard & Douglas.
Claims against the steamer must be presented in writing, within ten days after arrival of steamer, otherwise they will not be recognised.
No Fire Insurance will be effected by the undersigned in any case whatsoever.
Bill of Lading will be countersigned by JAVO-CHINA-JAPAN LIJN, General Agents.
Hongkong, April 1st, 1921.

HONGKONG JOCKEY CLUB

THE FIRST GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, April 2nd, commencing at 3 P.M.
The Charge or Admission will be \$1 for others than Members of the Hongkong Jockey Club, Soldiers and Sailors in uniform. Half-price. The Stewards invite the Ladies of Hongkong to be present.
Kowloon, March 30th, 1921.

HONGKONG HOTEL GARAGE.

WE beg to announce that in order to cope with numerous applications received for Garage Space, we have, as from the 1st April, 1921, acquired the business and premises of the BUSSELL STREET GARAGE.
Extensions and improvements will be immediately taken in hand with a view to offering facilities for up-to-date Garage and Repair Work.
Mr. T. B. PARSONS will continue to be in charge of the Russell Street Depot.
HONGKONG HOTEL CO., LTD.,
J. H. TAGGART,
Manager.

REPULSE BAY HOTEL

CABARET DINNER DANCE

SATURDAY, APRIL 2ND.

SIGNOR ANTONIO MOLINARI

The Milanese Tenor

Assisted by

SIGNORA MOLINARI

Soprano

GEMS FROM POPULAR MASTERPIECES

SUNG IN ITALIAN AND ENGLISH.

SUNDAY AFTERNOON,

SEMI-SACRED CONCERT.

[708]

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. SACHSE, to sell by Public Auction, on SATURDAY, the 2nd April, 1921, commencing at 10 A.M., at Craigieburn, the Peak,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, &c., &c., including:

A large quantity of Superior Blackwood Furniture and Carvings.

(Full Particulars from Catalogue.)
On view from Friday, 2 P.M.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

[704]

INTIMATIONS

NOTICE

THE Interest and Responsibility of the undersigned GEOFFREY CHARLES MOXON in the Firm of MOXON & TAYLOR ceases on the 31st March, 1921.
G. C. MOXON,
10, Ice House Street,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE

THE Interest and Responsibility of Mr. GEOFFREY CHARLES MOXON in the undersigned Firm ceases on the 31st March, 1921.
MOXON & TAYLOR,
10, Ice House Street,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE

MR. EDWARD MAURICE RAYMOND has This Day been admitted as a Partner in this Firm.
MOXON & TAYLOR,
Hongkong, April 1-4, 1921.

[715]

NOTICE

WE have This Day admitted LENNOX GODFREY BIRD, D.S.O., GEORGE LEOPOLD WILSON, and EDWIN FORBES BOTHWELL as Partners in our Firm.
PALMER & TURNER,
Hongkong, April 1st, 1921.

[716]

NOTICE

WE have This Day admitted Mr. CHAU TSAN SAN, as a Partner in our Firm with authority to sign the name of the firm per procuracy.
HIN FAT & CO.,
107, Wing Lok Street,
Hongkong, 31st March, 1921.

[729]

NANYO YUSEN KAISHA.

THE above Company having established its own Branch Office at this port as from this date, the undersigned will CEASE to act as Agents.
DODWELL & CO., LTD.,
Hongkong, April 1st, 1921.

[723]

NANYO YUSEN KAISHA.

WE have This Day Opened a BRANCH OFFICE of the Company at No. 5, QUEEN'S ROAD, CENTRAL, and our Agency Agreement with Messrs. DODWELL & Co., Ltd., will accordingly lapse.
NANYO YUSEN KAISHA, LTD.,
Hongkong, April 1st, 1921.

[734]

THE EAST ASIATIC COMPANY, LTD.,
COPENHAGEN.

WE have To-day taken over the Agency of the above, and shall be glad to quote rates of freight and passage on application.
MANNERS & BACKHOUSE, LTD.,
Mercantile Bank Building,
7, Queen's Road, Central.
Hongkong, March 31st, 1921.

[737]

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

NOTICE

CHING MING FESTIVAL.
THE Public is hereby notified that Local passengers cannot be conveyed by the 8.07 A.M. Express on April 1st, 2nd, 3rd, and 4th, 1921.
By Order,
H. P. WINSLOW,
Manager.

[717]

NOTICE

THE HO HONG STEAMSHIP CO., LTD. OF SINGAPORE, the owner of the Steamship "HONG WAN" are prepared to negotiate for the SALE OF THE WRECK OF that Ship, as shown lying beached near Bell Island together with the Engines, Boilers and all appurtenances at present on board.
Full particulars may be obtained on application at the Office of the Company at No. 61, KING STREET, SINGAPORE, or at No. 26, Wing Lok Street, Hongkong.

[708]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of April, 1921, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shek Shan, Kowloon in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area in Acres	Area in Square Feet	Annual Rental	Other Particulars
1	1.00	108,900	125	7,000
2	1.00	108,900	125	7,000
3	1.00	108,900	125	7,000
4	1.00	108,900	125	7,000
5	1.00	108,900	125	7,000
6	1.00	108,900	125	7,000
7	1.00	108,900	125	7,000
8	1.00	108,900	125	7,000
9	1.00	108,900	125	7,000
10	1.00	108,900	125	7,000

[721]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Boris P. Q. AD. AP. AW. BF. BO.
BR. BV. BX.

WANTED.—ENGLISHMAN going home wishes to purchase some Second-hand Leather Travelling BAGS. Apply "CONFIDENCE," c/o Daily Press Office. \$9

WANTED.
EXPERIENCED SENIOR OFFICE ASSISTANT (British) for Engineering and Machinery Department, must be good Correspondent and have Commercial and Technical knowledge of Engineers' supplies and Hardware. Permanent position and good prospects offered to competent Applicant. An indication of salary expected is required. Persons without the above-mentioned qualifications need not apply.
Address applications to—
Box No. 718,
Care of Daily Press Office.

[718]

WANTED.
Wanted in Naval Store Department of H.M. Naval Yard a NATIVE STOREHOUSEMAN with knowledge of English and Chinese. Previous experience essential. Commencing salary \$3 per day plus 32 1/2 per cent. 6 days a week. Apply in person with references on MONDAY, APRIL 4th, at 9.30 A.M.

[719]

TO LET
COMMUNICIOUS OFFICE in Alexandra Buildings, immediate possession.
Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.

[685]

TO LET.
EUROPEAN OFFICES, 1st floor (four in one block) 19 to 23, Connaught Road Central (with use of lift).
Apply to—
"A. B.,"
Care of Daily Press Office.

[134]

GULA-KALUMPONG RUBBER ESTATES, LTD.
NOTICE.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held in LONDON on April 19th.

THE SHARE REGISTER will be CLOSED from April 19th to April 20th, both days inclusive.
By Order,
LOWE, BINGHAM & MATTHEWS,
Colonial Register.
Hongkong, March 30th, 1921.

[713]

FOR SALE.
FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden.
Early possession.
Apply to—
Box No. 583,
Care of Daily Press Office.

[688]

FOR SALE.
62,570 SQUARE FEET OF LAND at Broadwood Road, Wong-nai-chung, with 7-Roomed House and Servants Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to—
GEO. E. HALL, BRUTTON & Co.,
37, Queen's Road Central.

[443]

OFFICIAL NOTICE.
PROPOSAL TO CHANGE A SHIP'S NAME.

WE THE INDO-CHINA STEAM NAVIGATION CO., LTD. OF LONDON hereby give notice that in consequence of the present names being in vogue when running under the German Flag, we have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "KORONA" of Singapore, official number 150114 of gross tonnage 1830 tons, register tonnage 969 tons, heretofore owned by Controller of Shipping for permission to change her name to "MING SANG" and to have her registered in the new name at the Port of London as owned by THE INDO-CHINA STEAM NAVIGATION CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.
Dated at Hongkong this 22nd day of March, 1921.

JARDINE, MATHESON, & Co., Ltd.

[693]

OFFICIAL NOTICE.
PROPOSAL TO CHANGE A SHIP'S NAME.

WE THE INDO-CHINA STEAM NAVIGATION CO., LTD. OF LONDON hereby give notice that in consequence of the present names being in vogue when running under the German Flag, we have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TEO PAO" of Singapore, official number 150118 of gross tonnage 1655 tons, register tonnage 973 tons, heretofore owned by Controller of Shipping for permission to change her name to "LEE SANG" and to have her registered in the new name at the Port of London as owned by THE INDO-CHINA STEAM NAVIGATION CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.
Dated at Hongkong this 22nd day of March, 1921.

JARDINE, MATHESON, & Co., Ltd.

[694]

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—

delightful to the palate, mellow,

and of fine aroma.

As a beverage, most healthful

and agreeable; an aid to

digestion.

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Phone 516.

Hongkong Office: 104, Des Voeux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 2ND, 1921.

ANOTHER COAL CRISIS.

ONCE more a paralysis of industry is threatened in Great Britain by a national strike of coal miners. Whether the strike will prove "far more bitter and prolonged than that of last autumn" as some of the prophets predict, time will prove. Results told us a few days ago that the public are not excessively disquieted at the prospect of stoppage, for stocks of coal are large, and foreign coal can be imported pretty cheaply, while the trade slump has restricted the industrial requirements of coal. Moreover, the miners were financially crippled by the last strike. These considerations do little, however, to minimise the gravity of the situation created by a strike, for it may be taken for granted that the miners' organisations would not have embarked upon a national strike without financial resources deemed to be adequate for their purpose.

The trouble would appear to have arisen in the first place from a slump in the export trade, and it has been accentuated now by the financial decontrol of the industry by the Government, an event for which all have known for some time past that they had to prepare. The mining industry, it is asserted, has, for some time past, been worked at a loss. We see the statement made that "every ton of coal raised is sold below the cost of production." But that would appear to be too sweeping a statement. As a leading authority has explained it, the Government gave a guarantee to the owners, and it was provided by a pool. The Government has exhausted that pool, and the owner finds he cannot work some collieries without it. The pool was supplied by what is called in other industries, "excess profits," and the export trade, which the Government is charged with having ruined.

Districts varied a good deal. Take Warwickshire, where the controlled price resulted roughly in a level of no profit and no loss, and some Yorkshire districts, where the loss was as much as 10s. a ton, and areas where there was a profit; there was a pool supplied largely by profits on exports, which levelled up or down all of them. That pool is dry, no one knows what is to be done, and naturally those collieries which do not earn sufficient to pay the high wages must close, or be worked just sufficiently to keep them going in the hope of better times. Warwickshire was able to keep level largely by the sales of slack, or fine coal, but, owing to the export trade going down to nothing, the price had to be reduced to clear from 23s. to 2s. and 6s., so that what kept them going at 23s. will not at a reduction of 17s. or 18s. That is lost, and there is nothing to come from the pool. More or less, that loss has to be made up on the price of other coal. As to a remedy, if the Government does not want the price advanced there must be a subsidy. Otherwise there must be a reduction of wages.

Let us first deal with the slump in the export trade which the authority quoted above (obviously an owner) declares has been ruined by Government control. We find the miners' leaders' explanation of the slump in the export trade given in a London paper as follows:—"We had 21,000,000 tons of coal per year available for export. By agreement between the Governments 17,000,000 tons—an amount much greater than the normal—were supplied to France at an agreed price. America cut in and secured the other foreign markets. Then Germany, under the Spa agreement, had to supply 24,000,000 tons of coal per year to France. The demand for British coal disappeared, and we had already lost most of the other foreign markets to America. The remainder we lost as the result of the strike."

Whatever produced it, the slump, coupled with the immediate prospect of the financial decontrol of the industry, were factors which greatly embarrassed colliery owners. Under the provisional terms of the strike settlement last Autumn the miners and the owners had to present to the Government an agreed scheme for the permanent regulation of wages, but in spite of many weeks of negotiations they have failed to reach agreement on any scheme. Consequently, several collieries have to close down, and thousands of miners were recently put under notice to terminate their contracts. This was regarded, rightly or wrongly, among the miners' leaders as the first move to force wages down far below the level to which they were prepared to see them go. The Coal Mines (Emergency) Act, which was a war measure, provides that a colliery shall not be closed down until after sixty days' notice to the Coal Mines Department, and an investigation as to the production. The contention was that the stoppages which were taking place a month ago did not comply with this provision of the Mines (Emergency) Act, and that the closing down was an illegal act on the part of the owners, who were guaranteed a certain rate of profit, independent of the earnings of their own colliery. The answer of the colliery owners was that with the working of short time the loss on production was so heavy that there was no other course than the closing down of the colliery until there is such an improvement in trade as will allow the colliery to be worked full-time. The reason for the complete closing down of a colliery and the dismissal of the workmen was stated by the Miners' Federation to be a desire to avoid the payment of the war wage of 3s. per day which has had to be paid to all the workmen on each day the colliery was idle from causes for which they are not responsible. The Labour Correspondent of the London Daily Telegraph describes the war wage as a heavy charge upon production when short time is worked, though it would appear from a report in the London papers, given apparently on the authority of the miners' leaders, that Sir Ross Hume, President of the Board of Trade, agreed with the miners' contention that whether stoppages took place or not the war wage payment of 3s. a day should be continued as long as the financial decontrol of the industry remained in being, and as long as the war wage agreement was not abrogated. As, however, March 31st was mentioned many weeks ago as a hypothetical date for financial decontrol, the point about the war wage payment is not, perhaps, of high importance, except from the point of view that the miners have been strongly opposing financial decontrol on March 31st—and the owners, of course, have been no less anxious for a Government subsidy. The miners' leaders have urged upon the Government that under no consideration should decontrol take place until the time appointed in the Act—August 31st. If through the slump in the export trade there is no "pool" for distribution, it would obviously mean that financial control of the coal-mining industry would have to be supported by

general taxation, at a time, too, when the Government are pledged to retrenchment in every possible direction. Sir Ross Hume, the President of the Board of Trade, recently pointed out to deputations representing both parties in the dispute that the reasons for control have disappeared. There is no fear now, he said, of too little coal being produced for home consumption, nor that high foreign prices will make the prices in the United Kingdom excessive. Sir Ross Hume subscribed to the view that industry has suffered in recent years from necessarily artificial conditions under coal control, and that the only method by which our foreign markets can recover under stress of competition from other countries is by the setting free of private enterprise.

The situation is one of many complications but in its general aspect it appears to be a fight by the miners for work regardless of the state of trade, and the continuance of the war rate of wages—if not out of the earnings of the industry, then by subsidy from the Imperial exchequer. It is difficult to see what benefit is likely to accrue to the miners from the strike. They may ruin colliery owners, but they involve themselves in the ruin.

Subscriptions to the European Unemployment Fund in the Straits Settlements had amounted to \$39,700 when the last mail left Singapore.

The latest health return reports three cases of cerebro-spinal fever; two of which have been fatal; also one case of plague and one of small-pox; both fatal.

General Tang Chi-Yao, of Yunnan, who has been staying in Hongkong, returned to Canton. On Thursday he had an interview with Dr. Sun Yat-sen, lasting several hours.

The new Amoy University is to be opened on the 6th inst. This University is a purely Chinese foundation, a wealthy resident giving no less than \$4,000,000 for the purpose.

The first Gymkhana meeting of the season takes place at Happy Valley this afternoon, the first race starting at 3 o'clock. The entries for the various events are unusually large, and some interesting racing is anticipated.

A note addressed to "Roderick Random" by a well-known resident says: "What a pity you did not ask me my opinion of the local telephone company. I consider the service the worst I have ever had any experience of. The community of Shanghai couldn't stand for it and started their own."

The Singapore Cricket Club has voted a sum of \$4,000 to Mr. G. P. O'Connell, the late Secretary, as "leave pay and passage money." A pension had been suggested, but the Committee came to the conclusion that so long as Mr. Owen was in active work in Singapore in connection with the Sporting Club they were unable to deal with it.

The familiar camouflage of being policemen searching for opium was adopted by seven robbers who visited a widow living in Kowloon, long on Thursday night. They were armed with knives and revolvers and having obtained access by means of their pretence of an official visit, they took away all the clothing and jewellery they could find.

The police raided a printing establishment, alleged to be used for lotteries, in the Tinian village on Thursday night. Eight men working on the premises were arrested and 20,000 lottery tickets were seized. The men made an appearance before Mr. J. N. O'Connell, at the Magistrate's yesterday. Some of them denied having any connection with the business, but the police mentioned that they all had printer's ink on their hands. A remand was ordered until Monday.

A Chinese, named Tan Yeo, was sentenced at Singapore last week to pay a fine of \$15,000 or to undergo six months' rigorous imprisonment for being in illegal possession of opium. The accused in defence stated that he was in innocent possession of the stuff as it belonged to a friend of his who was a passenger by the ill-fated *Flora Mar*, and whom he took for dead. The charge was in his friend's box, which he opened to see what it contained after hearing of the fate of the steamer. Just at that time, the revenue officers walked in and arrested him.

A contemporary says it is perhaps not generally recognised that French Indo-China has probably the best roads in all Asia. At present there are about 5,500 miles of excellent roads and an additional 2,000 miles is expected to be constructed within the next four years. Such conditions present an excellent field for motor-cars, trucks, and motor-cycles. Whilst cars of French manufacture are admitted free, an import duty at present prevails against other makers. Local opposition to this duty is strong. America has given a good deal of attention to this market, and a vehicle of American manufacture at present predominates.

The Parliament, or the Government, at Canton has addressed a long message to the American Congress and the State Department at Washington on the subject of the refusal of the Diplomatic Corps to allot any portion of the Customs Surplus to the Canton Government. The communication threatens that if Congress does not direct the Government of the United States to have the Southern share of the Customs Surplus turned over to the Government in Canton, "we shall be obliged," in self-protection, to take such steps as would place us in a very awkward position in view of the present good relations between your people and ours."

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

PASSENGER SHIP SUNK.

COLLISION WITH FREIGHTER.

SEATTLE, April 1st.
The passenger steamship Governor was sunk this morning off the coast of Washington as a result of a collision with the freighter West Hartland, proceeding from Seattle to Bombay. It is believed that all the passengers escaped.

PERUVIAN COMMUNICATIONS
MARCONI COMPANY'S GREAT ENTERPRISE.

LONDON, April 1st.
The Marconi Company will shortly operate the whole of the Peruvian postal, telegraphic and wireless services. The contract is for 25 years on a consideration of 5 per cent. of the gross receipts and 50 per cent. of the annual profits.
Sir William Slingsby, the telegraph expert, has been appointed chief officer in control of the enterprise.

MR. DANIELS RETURN TO JOURNALISM.

HIS DAILY CALLS AT NAVY DEPARTMENT.

NEW YORK, April 1st.
By an odd revolution of the wheel of fortune, Mr. Josephus Daniels, ex-Secretary of Navy, has returned to his earlier avocation of a newspaper correspondent, and calls daily at the Navy Department in Washington, inquiring for news.

THE CASE OF MR. ESMONDE

VANCOUVER, April 1st.

Mr. Esmonde has been allowed to land on condition that he proceeds to England later.

BRITISH REVENUE RETURNS
MOST SATISFACTORY RESULTS.

LONDON, April 1st.

The revenue for the financial year ended to-day totalled £1,425,984,666, as compared with £1,339,571,381 in 1919-20. The revenue for the past quarter amounted to £537,180,336, as compared with £643,319,677 in the corresponding quarter of 1920.
The revenue exceeded the estimate by £7,984,880. The expenditure totalled £1,195,000,000 being £75,750,000 under the estimate. The results may be regarded as most satisfactory in view of the great and unanticipated trade depression.
£328,000,000 was realised in the year 1920-1921 from the sales of surplus stores, as compared with £205,000,000 in the previous year.

KARL'S COUP D'ETAT.

SEVERAL GARRISONS ACCLAIM KARL.

LONDON, April 1st.

A Budapest telegram to a Frieburg newspaper says that Horthy has resigned. Several garrisons have acclaimed Karl. Various authorities and troops are marching on Budapest, and have joined the enthusiastic population.
Andrassy has been appointed Premier and has sent an ultimatum to Budapest.

EARLIER CABLES.

MILITARY DICTATORSHIP PROCLAIMED AT STEINAMANGER.

VIENNA, March 31st.

The newspapers announce that a military dictatorship has been proclaimed at Steinamanger by order of the ex-Emperor Karl, who has appointed General Lehar to command an army reported as numbering 15,000, which is ready to march on Budapest.

JUGO-SLAV TROOPS READY.

According to the Wiener Journal, 30,000 Jugo-Slav troops are massed at Varasdin with the object of marching on Steinamanger and preventing the restoration of the Hapsburgs.

WARRIORS' DAY.

LONDON, March 31st.

There were over 400 matinees on behalf of Earl Haig's Fund for Ex-Service men throughout the country, to-day, on the occasion of Warriors' Day.

LATEST CABLES.

COAL STRIKE MENACE.
MINERS WAITING FOR "TRIPLE ALLIANCE" ACTION.

LONDON, April 1st.

Reports from the coal-fields show that the stoppage will be general to-day.
The most depressing factor in the situation is the Federation's persistence to withdraw the pumpmen. The public is now anxiously awaiting the national conferences which the railwaymen and the transport workers have convoked for next Wednesday to decide the extent of assistance which they are able to render by sympathetic action.
It is noteworthy that whereas the miners' former disputes left the "Triple Alliance" free to decide its own course of action, they are now pressing for active assistance. The outcome of the conferences is in no way hopeful, in view of recent speeches in which the "Triple Alliance" leaders sympathised with the miners, giving it as their opinion that conditions in the mines were a prelude to a general attempt to reduce wages.

EARLIER CABLES.

PUMP MEN DEFY THE FEDERATION.

LONDON, March 31st.

A national stoppage of mines to-morrow is now regarded as inevitable. There have been no further negotiations between the miners and the Government.

Many miners this afternoon brought up their tools, and the pit ponies in South Wales are being brought up owing to the fear of floodings.

It is authoritatively stated that the Government does not intend to ration the consumption of coal, but will immediately stop all exports. Meanwhile, foreign inquiries for American coal are already flowing into the United States from all parts of Europe.

The Government has notified the owners that it is unable to guarantee sufficient naval ratings to keep the mines dry, and the owners must be prepared to work the pumps with available staffs. It is understood, however, that the Government will render all possible assistance.

It is declared that the whole "Triple Alliance" will espouse the miners' cause. It is pointed out that this does not necessarily mean that the railwaymen and transport workers will strike, but they may decide not to transport coal, a step which in two or three weeks would mean the stoppage of all industry.

STATE OF EMERGENCY.

LONDON, March 31st.

Under the Emergency Powers Act passed in October, 1920, a Proclamation has been issued concerning the threat of a cessation of work in the coal mines, declaring that a state of emergency exists.

All men in the North Wales and Warwickshire coalfields ceased work to-day.

LATER.

The most calamitous effects anticipated from the coal strike are likely to be averted owing to the action of the windmill-engine men. Many windmills in Scotland have decided to continue working "in honourable fulfilment of the previous agreement with the owners," while the South Wales Association has overwhelmingly resolved that, in the interests of the industry and the community generally, members should remain at the engines.

LATER.

The proclamation of a state of emergency enables the Government to deal with any action, taken or threatened, which is calculated, by interfering with the supply or distribution of food, water, fuel, light or means of locomotion, to deprive the community of the essentials of life.

The fact that ponies have been brought up in many mine areas indicates the opinion of the owners that the struggle is likely to be prolonged.

The Societies of Windmill Engineers and Pumpmen in Yorkshire, Scotland, Nottingham and Derbyshire decided this evening that all workers essential to the preservation of the mines must remain at work, thus defying the Miners' Federation.

PROHIBITION OF EXPORT.

LONDON, March 31st.

It is officially announced that all export of coal, coke and patent fuel is prohibited except under permit.

OTHER CONFERENCES.

LONDON, March 31st.

Delegate conferences of the railwaymen and transport workers have been convoked to discuss the miners' crisis. The officials state that the Executives regarded the situation as very grave, because it is considered that the miners' deadlock is a prelude to a general attempt to destroy national negotiations to reduce wages.

U.S. INDUSTRIAL CONDITIONS
FEDERAL RESERVE BANK REPORT.

WASHINGTON, April 1st.

The report of the Federal Reserve Bank for March states that business uncertainty continues. A waiting attitude is observable on the part of producers, except in special lines like automobiles, textiles and footwear. A better demand for labour will probably result only upon increased activity in special industries. Silk mills show a slightly larger production. Favourable weather conditions resulted in the harvesting of the remainder of the cotton crop.

NAVAL BALLOON MISSING.

FATE OF THE CREW.

WASHINGTON, April 1st.

The Acting Secretary of the Navy has opened an inquiry into the disappearance of a naval balloon carrying five men which left Pensacola, Florida, on March 22nd. It is generally believed that the balloon fell in a swamp on the Florida coast, the men perishing.

LEAGUE FINANCES.

SUBSCRIPTIONS PROMPTLY PAID.

GENEVA, March 31st.

The League of Nations states that over 97 per cent. of £297,000, representing the first Budget of the League, has been paid in. All members of the League paid their allotted shares, except Argentina, Paraguay, and Salvador. Of the second Budget of 10,000,000 gold francs, covering the period from July 1st to December 31st last, 14 millions have been received so far.

REPARATIONS PROBLEM.

REPORTED GERMAN OFFER TO AMERICA.

BERLIN, April 1st.

In the course of exploring paths towards a solution of the reparations problem, it is understood that Germany recently approached America offering to discuss the question of taking over a portion of the Allied indebtedness to America, subject to the other parties' consent.

PRICE HENRY.

LONDON, March 31st.

H.R.H. Prince Henry has been awarded the Order of the Garter on the occasion of his attaining his majority.

MR. CHAMBERLAIN
RETURNED UNOPPOSED.

LONDON, March 31st.

Mr. Austen Chamberlain has been re-elected, unopposed, to Parliament.

WORLD'S CHESS CHAMPIONSHIP.

HAWAII, March 31st.

In the fifth match for the World's Chess Championship, Lasker, at the 43rd move, suggested a draw, but Capablanca refused and forced Lasker to resign in three more moves.

BOXING IN BERLIN.

BRITISH BOXER BEATS GERMAN CHAMPION.

BERLIN, April 1st.

Tom Cowler, the British heavy-weight, knocked out Heitenstracker, the German heavy-weight champion, in the second round.

A little girl came down to dinner at a dinner party, and was seated next to her mother, who, however, being busy talking to her guests, omitted to give the child anything to eat. After some time the little girl, unable to bear the negligence any longer, with sobs rising in her throat, held up her plate and said: "Does anybody want a clean plate?"

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

DUTCH EAST INDIES RED CROSS.

LONDON, April 1st.

The Geneva Conference of Red Cross Societies has agreed to the Dutch Indies Red Cross participating in the conference.

BANDMAN OPERA CO.

SUCCESS OF "OH JOY."

"Oh Joy" was the second "course" in the Bandman Opera Co.'s delectable menu, presented at the Theatre Royal, last night, to an overflowing audience. Described as a musical farce, "Oh Joy," with a semblance of plot, denied to most musical comedies, portrayed the situation of a couple who had contracted a runaway marriage, leaving the husband to explain matters with exactitudes of a distinctly Hawtreian character. Numerous situations followed with rapidity, and catchy songs and witty dialogue helped the audience to much laughter. Mr. Leyland Hodgson, as a well-meaning friend, was breeziness itself. Mr. Eric Masters, as the distracted husband, lied with distinction, if not with success, and whilst Mr. Dan Mansfield, as Constable Sims, and Jack Crichton, in clever character studies, caused roars of laughter. Miss Doris Hanbury was winsome as the bride, whilst Miss Dolly Prince, as Jackie Sampson, sang to perfection. The ladies of the chorus added to the success of the farce.

Tonight the Company present "Buzz Buzz."

ROYAL ROMANCE TURNED TO TRAGEDY.

BETROTHAL OF THE KING OF SIAM ANNULLED.

We recently briefly announced that the betrothal of the King of Siam, which was announced last November, had been annulled. The following is a translation of the Royal Proclamation on the subject:

BY COMMAND OF THE KING'S MOST EXCELLENT MAJESTY.

WHEREAS, in proclaiming His Majesty's Betrothal and for this purpose, promoting Mow Chow (Her Serene Highness Princess Vallabha Devi) to the title of Princess Varakanyapadan (The King's Betrothed), Phra Chong Chow (Her Royal Highness Princess Vallabha Devi), His Majesty had no other desire than firmly and definitely to ensure the succession to the Throne with a view to the good of the country, the welfare of the Royal House as well as the happiness of His Majesty's own Person.

AND WHEREAS, to His Majesty's deepest regret, it has now become apparent beyond all doubt that His Majesty's noble desire as above stated cannot satisfactorily be met owing to the incompatibility of temperament between His Majesty and Her Royal Highness Princess Vallabha Devi, which may be accounted for by the chronic disposition of Her Royal Highness whose nervous system leaves much to be desired, so much so that His Majesty is under the apprehension lest, in the event of the Royal marriage being permitted to take place as formerly arranged, undesirable consequences may follow in the future in regard to the succession to the Throne.

Now, THEREFORE, being constrained with the deepest regret to bear in mind such possible consequences as just referred to, His Majesty has commanded that a proclamation be issued and notice be given that the proclamation relating to His Majesty's Betrothal which appeared in the Government Gazette under date of Nov. 8th, B.E. 2463, is hereby annulled, and for the title of Princess Vallabha Devi, that of Phra Chong Varavongs Thoe (Her Royal Highness) shall take the place of Phra Varakanyapadan, so that the Princess shall be known from now on as Phra Chong Varavongs Thoe Phra Ong Chow (Her Royal Highness Princess) Vallabha Devi.

As regards the question of the succession to the Throne, however, His Majesty is not leaving the matter unheeded and His Majesty's wishes in this respect shall be made known by a notification in due course.

Dated the 15th of March, 1921.

The King's intention of contracting an alliance with the Princess was communicated to the Privy Council on November 9th. On November 12th King George telegraphed his congratulations followed on November 15th by those of the French President. The Empress of Japan, the Queen of the Netherlands, and the King of Italy also cabled congratulations.

At a gathering at the Sports Club, the King, replying to a toast said: "With a consort by his side to share his load of bread and jug of wine, the wilderness (of his palace) would be paradise enough." Then, on March 7th, according to a contemporary "rumour" beginning regarding the Royal Betrothal.

And finally the proclamation of Annulment, in terms that are indeed surprising.

LABOUR AND WEALTH.

HOW TO REPAY THE WAR DEBT.

NO TRADE TAXES.

The second interim report of the Labour Joint Committee on the Cost of Living is a striking document. It deals with the question of taxation, and propounds with great frankness the ideals and aims of the Labour party in regard to the raising of revenue and the repayment of the war debt. The committee's view is that a bold attempt should be made to extinguish speedily a substantial proportion of the debt by a graduated levy on all forms of accumulated wealth. Concurrently they propose, on the one hand, an increase of direct taxation of higher incomes, and on the other, the remission or reduction of important indirect taxes.

In a word, those classes whom the committee claim to represent are to be relieved as far as possible of their share of the burden. Stated shortly, the main items of this two-fold programme are:—

1. A levy on incomes over £5,000 on a scale varying from 1 to 50 per cent., to yield £4,000,000,000.
2. A steeper graduation of the income-tax and the bringing in of sources of income at present untapped.
3. Higher death duties, and an increase of duty at each successive transfer of inherited wealth, to the point of ultimate extinction.
4. Total abolition of taxes on foodstuffs.
5. Halving of the tobacco duty.
6. Abolition of entertainments tax.
7. Income-tax exception level to be raised, and allowances for dependents to be made more generous.

It is pointed out that the alternative to the proposed levy is a slow reduction of debt, coupled with the continuance for a long term of years of heavy taxation to meet the interest on the loan outstanding.

"Assuming, as we reasonably may, that both prices and the rate of interest will fall, the continuance of the war debt will involve the people of this country in an increasing and not a diminishing burden, and the productive population will need to work correspondingly harder for the purpose of providing the interest receivers with currency far superior to that which they originally lent to the State."

"We do not think that the effect of raising revenue for the repayment of a large part of the National Debt would diminish the mobile capital available for investment, and the fixed capital already employed in industry would remain. Wealth would change hands, but its total volume would not be affected, and the amount applied to production might actually be increased."

"UNHEALTHY LUXURY."
It is suggested that the levy should be made on the accumulated possessions of individuals, whether earned or unearned, and whether in the form of land, houses, factories, machinery, foreign securities, pictures, jewellery, furniture, or what not. As regards companies and business firms, the individual shareholders or partners should be assessed on their individual holdings. Corporate bodies not engaged in trading for profit, such as co-operative societies, should not be required to pay the levy.

"We believe it should not be impracticable to liquidate the whole of the National Debt. It is to be remembered that £6,556,000,000 of the debt is internal debt, and that, therefore, its extinction is simply a matter of transference of wealth, within the country, from one set of individuals to another."

"A levy which made possible the repayment of the whole of the National Debt would purge the country of many social evils. It would bring sound health to the community by checking unhealthy luxury and diminishing the unjustified disparities of wealth which to-day exist in society. But we cannot blind ourselves to the fact that the vested property interests will persist in taking a short and narrow view of the national well-being, and consequently, whilst not receding from our considered opinion that the repayment of the whole of the National Debt is practicable and desirable in the national interest, we propose as a practical measure, which should meet with wide support, that the levy should be devised to raise at least £4,000,000,000. In this case it is clear that the burden of interest and sinking fund on the remainder of the debt should rest upon the properties of the State."

Payment of the levy, the committee suggest, should normally extend over three years, and should be allowed in any of the following forms: (a) cash, (b) British Government securities, (c) other trust securities or non-trust securities, readily realisable on the Stock Exchange. "In case (a) the securities would be handed over to the National Debt Commissioners, who would gradually sell them on the Stock Exchange as favourable opportunities presented themselves, and use the proceeds of their sale to buy Government securities, which would then be cancelled. During the period between receipt and sale, the National Debt Commissioners would receive interest on these securities to set off against the interest payable on uncanceled debt."

With regard to taxation, the committee hold that there is ample scope for redistributing the burden more evenly in accordance with ability to pay. They are strongly of opinion that all taxes on foodstuffs should be abolished; that the tobacco duty should be reduced by half; and that the entertainments tax should be abolished. "Of the last-mentioned impost they remark:—

"It is but little better than the nineteenth century 'tax on knowledge.' We do not think that theatres, cinemas, and concerts always exert the kind of influence which we should desire, but in

(Continued at foot of next column.)

PANAMA CANAL.

VOYAGES SHORTENED BY THE GREAT WATERWAY.

In a recent issue of *The Scientific American* appear some interesting details with regard to the Panama Canal, which was opened to commerce, on August 15th, 1914. The length of the Canal from deep water to deep water is 43.84 miles, of which 12.78 miles are sea level section, and 31.06 nautical miles consist of lakes and locks.

The width of the channel in sea level sections is 500 feet; in Gatun Lake, 800 to 1,000 feet; and the bottom width in the Culebra Cut varies from 300 feet to 600 feet. On account of the great slides, the maximum width across the Cut (at Culebra) between the outer edges of slides is about 3,000 feet. The number of locks is twelve, arranged in pairs; the number of lock gates is forty-six; and the total weight of the steel in all the gates totals 60,000 tons. The concrete used in all the locks totals 4,500,000 cubic yards.

The depth of water in the Atlantic section is 41 feet at mean tide; in the Pacific section, 45 feet at mean tide; and the depth of water in the Lake and Cut sections is from 45 to 85 feet, while the elevation of the bottom of the Canal in the Gatun Lake above sea level is 40 feet.

COST OF REVENUE.

The total cost of the Canal to date is approximately 375 million dollars. The number of commercial vessels which had used the Canal to January 1st, 1920, was 9,897, carrying 39,698,513 tons of cargo, and there is a steady growth in the traffic.

"The purpose of the United States in cutting through the Isthmus of Panama at a cost of nearly 400 million dollars," our contemporary adds, "was to shorten the ocean trade routes of the world, and particularly to bring out Atlantic and Pacific coasts closer together by avoiding the long voyage around Cape Horn. There are also the military advantages of enabling our warships to pass expeditiously from the Atlantic to the Pacific, and vice-versa, thereby obviating the necessity for maintaining two separate fleets. The voyage from New York to San Francisco has been shortened from 13,135 to 9,922 miles, a saving of 7,873 miles. A vessel sailing from New York to Callao steams only 3,363 miles, as against 9,813 miles by the Straits of Magellan, a clear saving of 6,450 miles. Vessels bound from Liverpool to San Francisco have 5,680 miles."

"Increasingly as the traffic has grown, the Canal has become self-supporting, and in the fiscal year ending June 30th, 1919, the revenues earned in excess of current expenses were 241,832 dollars. This estimate does not include any allowance for depreciation or any interest charges on the capital investment of 385,415,985 dollars."

the drama, in music, and—as its technique and possibilities become better understood—in the cinema we see agencies which ought to be encouraged rather than discouraged by means of taxation. We should prefer to see the State subsidising art, music, and the drama rather than relieving the well-to-do of an additional £11,000,000 of direct taxation by taxing the enjoyments of the mass of the people."

FORTUNES FOR THE STATE.

These proposals would involve a loss of revenue of £97,000,000, which deficiency, it is suggested, "should be transferred to direct taxes, and, therefore, to the better-to-do sections of the community. The committee are opposed to the levying of any special tax on business firms, holding that the income-tax and super-tax should form the basis of our system of direct taxation."

ON THE SUBJECT OF THE DEATH DUTIES THEY STATE.

"From the point of view of society as a whole, the transference of large fortunes held by private individuals to others who may have had no share whatever in amassing them is capable of neither economic nor social justification. We suggest that, in addition to steepening the death duties, the Government should increase the duty at each successive transference of inherited wealth to the point of ultimate extinction. For example, if a person bequeaths a fortune on which the duty is 20 per cent., this fortune (whether bequeathed to an individual or to several) should, when it is next transferred (or when any portion of it, say, 40 per cent. When the whole or any portion of it is again transferred to other hands the duty could be—say, 60 per cent. At each transference the duty would increase until ultimately the whole of the residue would pass into the hands of the State. These progressive taxes would not apply to that portion of a person's fortune which was not inherited."

The committee hold strongly that their proposals would encourage enterprise, and by diminishing luxury would direct Labour and Capital into socially productive industries. "We admit that the rich, individually would become poorer, but the nation as a whole would become more truly prosperous." They add:—

"Our attitude with regard to retrenchment may be summarised in a few words. We are of the opinion that the reduction of the National Debt and of expenditure on the armed forces of the Crown are the chief means of retrenchment. Wasteful expenditure in other directions by the State ought to be sternly eliminated, but there ought to be more generous expenditure on services such as education, housing, and public health, which lie at the foundation of national well-being."

It may be noted that among the members of the committee are Mr. J. H. Thomas, M.P.; Mr. E. W. Bowerman, M.P.; Mr. C. T. Crumpton, M.P.; Mr. MacDonald, M.P.; Mr. Phillips, and Mr. Frank Hodges.

INTIMATIONS

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M. J. BREEN,
Hon. Secretary,
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[23-10]

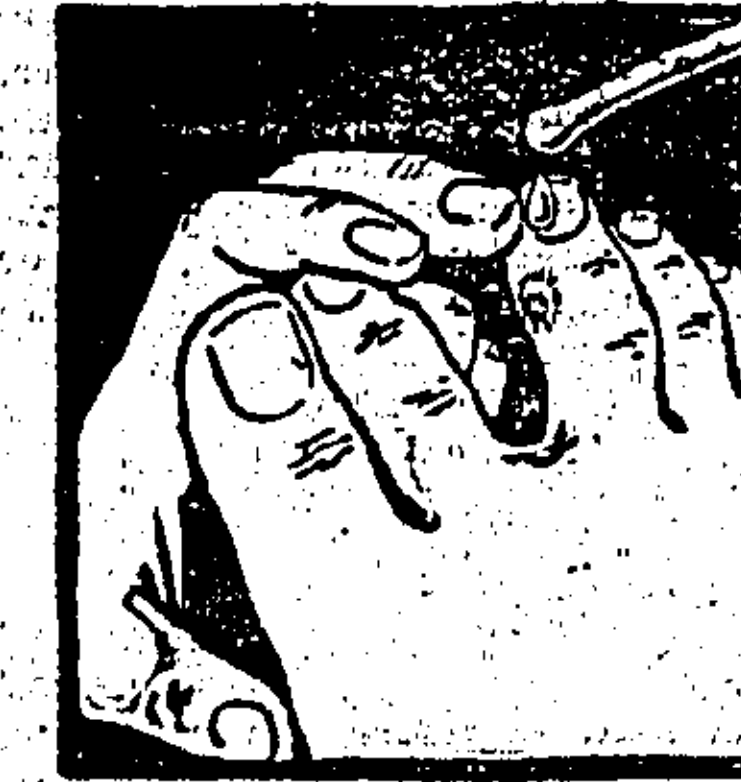
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The Great Corn Loosener of the Age.
Never Fails. Failsless.

A corn mashed, squeezed and
crushed all day long, in between two
toes! You can try the desperate way
and cry "Oh, it hurts!" or



"Two Drops of 'Get-It'—That's All!"
You can try the sensible, peaceful,
painless, easy way and use "Get-It."
It is easy for you with "Get-It" to
remove corns in place without
"Get-It" is a liquid—a wonder-
ful painless remedy—it has never
been successfully imitated. It se-
cures on the corn, and dries immedi-
ately. Instead of digging out the
corn, you peel it out naturally.
There is no sticky plaster that does
not remain in position, no water that
irritates or rubs off. You reach the
corn easily with the little glass rod
in the box or every "Get-It" bottle.
It does not hurt the true flesh.
It works comfortably and smiles! It
is a blessing—never fails.

"Get-It" is the guaranteed, money-
back, corn-remover, the only sure
way, cost but a trifle at all chemists
and stores. Sold by E. Lawrence &
Co., Chicago, U.S.A.

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THERAPION NO. 1
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E.C.4.

OUR LONDON LETTER. RIDICULOUS RAILWAY STRIKE THREAT.

THE PERSONAL FACTOR AND
NATIONAL INTERESTS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, February 24th.

THE PRIME MINISTER'S RETURN.

A feature of the new Parliamentary
Session has been the return of the Prime
Minister to the arena in the House of
Commons and in his best form. He has
made four or five speeches within the
week, all in characteristic fashion. It is
interesting to note that Mr. Lloyd
George's hand has lost none of its cunning,
and also that he recognises he cannot
be merely a casual visitor if he desires
to retain his influence unimpaired. The
speech he made on unemployment was
one of his happiest efforts.

THE UNEMPLOYMENT DEBATE.

So long as the Labour Members could
limit themselves to platform speeches and
to general declarations of policy they
were able to keep up the illusion that they
had the ordering of things. From
that point of view it was a mistake for
Mr. Arthur Henderson to demand two
days for the debate on unemployment. It
moreover served to show that the Labour
case is very thin indeed. Even Mr.
Clynes, the new chairman of the Parlia-
mentary Labour Party, who is a very
level-headed, moderate man, gave the im-
pression that he was conscious there was
no short cut to prosperity, and that in
pretending the contrary he was merely
speaking to order.

There was no mistaking that it was gall
and bitterness to the orthodox Labour
men to hear the frank and courageous
utterances of Mr. George Barnes, speaking
with Trade Union experience as long as
that of any Member of the House, as he
told the Party that they were only
deceiving the working-classes of the
country by the suggestion that they have a
policy. His main point was that the
prevalent evil of unemployment has been
aggravated by the short-sightedness of
Trade Union leaders in destroying con-
fidence by perpetual threats of strikes.
This was a Daniel come to judgment, with
a vengeance.

MEDICINE IN CHINA.

Considerable interest has been shown in
a meeting held this week to emphasise
the great progress which has been made
in China within recent years in the
development of medical education. In
this direction British medical prac-
titioners have, as your readers know,
taken a leading part.

There was a distinguished gathering
at the house of the Royal Society of Medi-
cine in Wimpole-street, London, with Sir
Donald Macalister, K.C.B., M.D., Pre-
sident of the General Medical Council,
in the chair, supported by numerous
famous practitioners, including the Rt.
Hon. Sir Clifford Allbutt, Sir Alfred
Pearce Gould, Sir Francis Champneys,
and many others. The Chinese Minister
was represented by Mr. Ouyang King,
Harold Balme, Dean of the Faculty of
Medicine of the Shantung Christian Uni-
versity, traced the history of medical
education in China in modern times,
beginning with the first Chinese medical
college in 1831. He also paid a warm tri-
bute to the work of the medical school for
Chinese students at Hongkong; but
what is chiefly wanted, he said, are trained
Chinese nurses.

RAILWAY STRIKE THREAT.

There is a wise old English proverb
which says of a foolish or conceited per-
son that if you give him enough rope he
will hang himself. This is what has
happened to Mr. Bromley, the egregious
secretary of the Associated Society of
Locomotive Engineers and Firemen. Mr.
Bromley, affecting intense indignation at
the shooting of two members of the Union
during a night affray in Co. Cork, called
upon the Government to hold an inquiry
into the alleged responsibility of Crown
forces for the murders. Failing an in-
quiry, he threatened to declare a strike
at a few days' notice on all the railways
in the United Kingdom.

Here we have the familiar instance of
Trade Unionism presuming to dictate to
Government. A Trade Union official,
belonging to one section of Labour only,
threatened to hold up the railways un-
less his demands were met on the in-
stant. The Government, handling the
situation with judgment. There could be
no objection to an inquiry into the
specific murders in Ireland—that is a
matter of course in all such happenings
—but they firmly resisted Mr. Bromley's
pretence at dictation.

The official attitude seems to have dis-
concerted Mr. Bromley, and he graciously
intimated that the strike would be post-
poned while he satisfied himself about the
nature of the inquiry. In the meantime
the Ulster members of the Union tele-
graphed that they would not strike;
similar messages were received from dis-
tricts in England; and thus in a few
days the whole affair fizzled out, leaving
Mr. Bromley looking extremely foolish.

THE PUBLIC ATTITUDE.

One interesting point about this strike
fiasco is the changed attitude of the
public. A year ago Mr. Bromley's
threat would have thrown everybody into
a state of excitement. We should have
asked each other whether this was not the
first, ominous, mutterings of the storm
of Revolution, or at all events, the be-
ginning of a grim struggle between
Labour and Capital. Now, all that hap-
pened was indifference on the part of the
general public not far removed from con-
tempt.

The cry of "Wolf!" has been raised
so often by Labour extremists that it
has lost its power to frighten us. Another
thing is that those with knowledge of
what goes on within the charmed circle
of Labour politics know that the Brom-
ley ultimatum to the country was dictated
partly by personal jealousy of old stand-
ing against Mr. J. H. Thomas, M.P.,
secretary of the National Union of Rail-
waymen, and partly by personal vanity.

Mr. Bromley, as an out-and-out ex-
tremist, was annoyed because Mr. Thomas
has been lecturing Labour extremists on
the folly of "direct action," and, fur-
ther, he wanted to show how powerful
he really is—a truly Napoleonic figure,
able to fill the stage entirely himself!

THE PERSONAL FACTOR.

Behind some movements big enough to
paralyse the activities of millions there
may be, it will be seen, personal factors
that are really petty and childish; but
so it always has been in human affairs.
It would be amusing if it were not that
the consequences are sometimes so serious.
Mr. Bromley has covered himself with
ridicule, and we have seen, and shall
continue to see, how the newspapers and
papers and protesting in the name of
Labour against his silly masquerading.

Out of this incident the question is
again being asked: "Is Labour fit to
govern?" When Mr. Chamberlain first
renewed the question in a speech at
Dundee he was taken severely to task, and
he gave great offence to the Labour party.
With Mr. Bromley as a case in point I
need scarcely say those who now repeat
the phrase return an answer in the nega-
tive.

Of course, Mr. Bromley and others of
his class are not fair specimens of Labour
—or even of Trade Union—leadership.
He and his friends are extremists, first
and always, and their judgment is, there-
fore, necessarily at fault. The mistake
in the present instance was in trying to
use an incident in Ireland for political
purposes in relation to Trade Unionism
in England. This is not only bad tactics;
it is infinitely worse, being gloriously
stupid.

There are still plenty of mischief-
makers eager to foment trouble in the
"Trade Unions by means of 'direct
action,' but their efforts and trumpeting
are no longer able to stampede the rank
and file. Moreover, what is more to the
point, they are no longer able to alarm
the general public. Mr. Bromley's
ignominious failure emphasises that use-
ful fact.

THE CHINESE FLOUR SCARE.

The information I sent in my last let-
ter on the subject of Chinese flour is
confirming in every particular by a state-
ment since made in the House of Lords.
A debate was initiated by Lord Harris
implying blame on the part of the Gov-
ernment for failing to encourage wheat-
growing at home. The Earl of Crawford,
replying for the Government, defended
the Wheat Commission with which he has
been connected. They had not, he said,
overloaded the mills with foreign wheat,
as had been alleged, but they had bought
Chinese flour when Argentina forbade the
exportation of breadstuffs.

As to the allegation about Chinese flour
being poisonous, he characterised the
attacks on the Government under this
pretext as an admixture of exaggeration
and malice. The total quantity of flour
imported from China is less than 1 per
cent. of our total consumption. Lord
Crawford added:

"This flour is being consumed in large
quantities all over Europe. The contract
provided that a certificate should be
given to the British Chamber of Com-
merce at the port of origin guaranteeing
that the flour was of fine wheat.
Analysis has in every case confirmed the
certificates of origin. It is perfectly safe
to get a bad sample out of a dirty ware-
house. A special sample of which a
sensational analysis was published by a
certain newspaper (the Daily Express)
alleging that the flour causes sleeping
sickness is a 'political' sample and not
a fair sample. The public ought not
to be misled by these sensational re-
ports."—H.B.

RIVIERA MASQUERADE.

THE ELEGANT PORTER'S GAY LIFE.

Visitors to a well-known hotel near
Monte Carlo lately were impressed by the
hall-porter's appearance and exquisite
manners. A few days ago his arrest
brought an amazing story to light.

Col. Sergius Chatsky, of the Imperial
Russian Army, lately serving with the
anti-Bolshevik Denikin, came to France
on an official mission. When Denikin's
career ended Chatsky took a post in the
Riviera and led a gay life. He lost
his fortune at bacarat and obtained a
post as hall-porter at the very hotel
where he had been living.

Unfortunately before starting his hum-
ble career, the colonel had cashed a
cheque which was dishonoured. Hence
his arrest.

Opening his coat in court, he showed
the porter's chain he wore across his
chest. "This breast, which now bears
the badge of a servant," he said, "was
once covered with honourable decora-
tions." The magistrate is giving the
former officer time to meet his debt.

BEST EDUCATED NATION.

MR. FISHER'S FORECAST.

Speaking to a large audience at Bury
St. Edmunds, recently, Mr. H. A. L.
Fisher, President of the Board of Edu-
cation, said there was no State in the
world which had deliberately provided so
broad and direct a highway from the ele-
mentary to the secondary school as Eng-
land; but there was considerable room for
improvement in our secondary schools.
He thought we could honestly say that
the middle-class parent and the work-
ing-class parent, too, had now within his
reach at a low cost, or at no cost at all,
the facilities which Matthew Arnold
demanded and which he rightly regarded
as an essential constituent in the great-
ness of a nation. The expenditure out
of public funds on secondary education
amounted to one farthing per head of the
population. He hoped that future
Ministers would be confronted with fewer
financial difficulties. We had to realise
the financial difficulties of the country,
but, in the long run, a great and spirited
people would never allow itself to be
denied the benefits of knowledge; and
sooner or later, the full promise of the
Education Act of 1918 would be realised;
and the citizens in Great Britain would
then become far and away the best
educated people in the world.

NATIONAL PLAN TO BENEFIT THE GROWTH & CONDITION OF THE HAIR

Unique offer to Men and Women whose Hair is Weak or Impoverished.

1,000,000 "HARLENE" HAIR HEALTH OUTFITS FREE.

NOW that the severely trying days of
war are over, men and women every-
where have the opportunity to give their
time and attention necessary to the proper
care of their general health, not the least
important phase of which is the care of
the hair.

If you are worried about the condition of your
hair: if it is weak, impoverished, falling out or
affected with dandruff, dryness, or over-greyness, as
millions of others (both
men and women) have
done, and try "Harlene
Hair-Drill."

From to-day onwards
there are to be distributed
one million hair-health
outfits free of all cost—
which parcel contains
Complete Outfit for the
care of the hair.

Every man and woman
can have this priceless
wealth of beautiful hair
be as they will only devote
two minutes a day to the
practice of the wonderfully
successful "Harlene Hair-
Drill." To-day, too, you
can prove the truth of this
statement without fee or
obligation.

The whole process takes
no more than two minutes
a day, and is enthusiastically
praised by a host of
"Hair-Drill" devotees for the marvellously
refreshing and rejuvenating feeling this every-
morning toilet exercise gives before facing the
day's work.

A USEFUL AND WELCOME "FREE-GIFT."

You, as one of the Nation's workers, can secure
one of these hair-health parcels at once by simply
posting the coupon below, together with your
name and address, and 6 annas in stamps, to cover
cost of postage and packing of the parcel.
By return you will receive this Four-Fold
Gift—

1. A trial bottle of "Harlene," the ideal liquid for
the hair.
2. A packet of the unrivalled "Cremex" Shampoo—
the finest purest and most soothing hair and
scalp cleanser, which prepares the head for
"Hair-Drill."
3. A bottle of "Ullin" Brilliance, which gives the
hair a touch of beauty to the hair, and it is most
beneficial to those whose scalp is "dry."
4. A copy of the newly-published "Hair-Drill"
Manual—the most authoritative and clearly
written treatise on the toilet ever produced.

After a Free Trial you will be able to obtain
supplies of "Harlene" and "Cremex" Shampoo
Powders from all Bazaars and Drug Stores
throughout India.

Any or all of the preparations will be sent on
receipt of 6 annas extra for postage direct from
Edwards, Harlene Ltd., 20/22, 24/26 Lamb's
Conduit Street, London, W.C.1, England. Car-
riage extra on foreign orders. Cheques and P.O.'s
should be crossed.

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Fill in and send to Edwards, Harlene Ltd., 20, 22, 24, 26, Lamb's Conduit Street, London, W.C.1, England.
Dear Sirs—Please send me your Free "Harlene" Four-Fold Gift—proving to me the value of your
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NOTE: Fill in name and address on a plain piece of paper, put this coupon
in it, and post or deliver direct.

Hongkong Daily Press.

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over sales is always large enough to maintain our unique quality.

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& CO.,**
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Shanghai, Tientsin,
Peking, etc.

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Scotch Whisky
Distillers,
GLASGOW,
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1859 going
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SUWA MARU ... Friday, 6th May, at 11 a.m.

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SADO MARU ... Monday, 4th Apr., at 11 a.m.

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INABA MARU ... Friday, 23rd Apr., at 11 a.m.

KANO MARU ... Friday, 13th May, at 11 a.m.

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KAWACHI MARU (sailing from Singapore) Wednesday, 14th May.

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WAKASA MARU ... Friday, 22nd April.

CALCUTTA & RANGOON via Singapore & Penang.

TOTTORI MARU ... Wednesday, 6th April.

RANGOON MARU ... Sunday, 17th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Tuesday, 13th Apr., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... Tuesday, 13th April.

DAKAR MARU ... Wednesday, 13th April.

IYO MARU ... Friday, 16th Apr. at 11 a.m.

ATSUTA MARU ... Thursday, 22nd Apr., at 11 a.m.

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PORTUGAL.

THE NEED FOR FINANCIAL ORGANIZATION.

[BY THE "TIMES" CORRESPONDENT.]

The year 1920 has proved financially a disastrous year for Portugal. This has primarily been due to failure to introduce order into the State finances. The year 1919 closed with two budgets still unvoted. This year adds another to the list. Successive protracted ministerial crises in January, March, June, and November have prevented the regular functioning of Parliament and frustrated the plans drafted by successive Finance Ministers for meeting the existing deficit and providing for revenue. The Executive has thus been reduced to living upon expedients, the voting of "duodecimas" and special powers wrung from the Chambers by stress of threatened famine. The estimated budget deficit is placed at 300,000 contos (some 250,000,000 at par, or at the present rate of exchange some ten millions). No Government has had either the power or the time to deal with the imperative question of taxation. Hence the present serious financial position.

Side by side with failure during and since the war to enlarge the basis of revenue has gone the steady increase of the public debt. From 648,000 contos in 1914 it has risen to over 1,320,000 contos, the foreign debt representing 58,000 contos. The Government's indebtedness to the Bank of Portugal, which in July, 1914, had been 47,425 contos, had swollen by the end of 1919 to 319,648 contos, and by last September to more than 420,000 contos. The internal floating debt, which had been 88,000 contos in July, 1914, had risen by January last, 1920, to 538,000 contos. Meantime the fiduciary stood at 83,218 contos, was on December 31st last 370,637 contos, and on September 29th no less than 532,625 contos. To-day the necessities of the Treasury have led Parliament to vote the authorization for the emission of another 200,000 contos.

Financial confusion has been aggravated by the consequences of a succession of protracted strikes. These have involved many of the most important public services. They have included repeated railway strikes, building strikes, strikes of the Lisbon and the Oporto tramway services, strikes of the postal and telegraphic services, of the telephones, and of the united civil servants, as well as of the Lisbon municipal employees.

A most serious result of the expanding importation of cereals, coal, and other articles of prime necessity, together with the failure to regularize the national finances, has been seen in the continuous and rapid fall of the exchange. This began to be marked last autumn. The Treasury sought to steady the market by the loan of gold to the banks. This measure was followed last January by the formation of a banking consortium, and later by the arbitrary fixation of the rate of exchange. These measures alike failed to prevent the fall, and gave rise to immense speculation. No less a sum than 22,000,000 in gold was employed during the year by the State in ineffectual efforts to establish an exchange.

In May the then Minister of Finance submitted a series of proposed taxes to Parliament. Rumours of prospective taxation of bank deposits resulted in the withdrawal of very considerable sums from the banks, this being followed by a rapid and continuous fall in the value of the escudo. This at par is worth just over 4s. At present its valuation has fallen to about 6d. Bad as is the immediate financial position of the country it is not such as to warrant this exchange. This undoubtedly is in part due to the placing of very considerable Portuguese capital abroad for political, commercial, and speculative purposes. The effect upon the national finances has been little short of disastrous.

An inevitable result of the rising wages, falling exchange, and limited exportation has been a rapid and continuous rise in the cost of living, most marked in the case of articles of prime necessity. Rice, bread, meat, fish, eggs, flour, maize, rice, cheese, butter, oil, sugar, milk, vegetables and fruit, petroleum, coal and charcoal have all reached a terribly high price. This has been a result, in part, of short supplies, but much more the consequence of persistent cornering on the part of the business classes. Last year the high prices led the Government to attempt the fixation of prices. This action, though momentarily successful, resulted in the concealment of supplies and the disappearance of many articles from the market.

On the entrance of the Government of Antonio Granjo, in July, the restrictions on trade were removed. The immediate result was a very great increase in prices, which has been since maintained. In view of the general scarcity of supplies, there had been restriction of the export of many articles. The removal of many of these restrictions has resulted in the exportation of quantities of foodstuffs, and the threat of consequent want at home, with resulting maintenance of the present high rate of prices. So serious has the question of the national food supply become that measures are announced for the restriction of the bread supply and for the rationing of all articles of first necessity. These proposals are the more significant when it is remembered that no system of rationing was enforced in Portugal during the years of the war.

Trade, which continued brisk during the early part of the year, showed a marked falling off in the autumn, consequent on the restriction of credits and general tightness of money. The agricultural classes throughout the country have made money in this and recent years, and with the reopening of trade with Germany, count on considerably improving their markets. Thus, though trade has suffered a setback during the last few months, there is ground for hoping for a return to better conditions, always provided that the financial situation is faced and taxation put upon a reasonable basis.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.
1st Sunday after Easter, April 1st 1921.
Holy Communion (7.50 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) Cathedral Choir. Responses: Ferial Verses Burrows (12th); Psalm, 3 (Hopkins); 37 (Macfarren); To Deum, Oakeley, Turle, Tallis (2nd day); Benedictus, Garrett; Anthem, "O that thou hadst been here," Sullivan; Hymn, 449. N.B.—Psalm 3 verses, 3, 4, 7, 8, in unison; Psalm 67, verses 1, 8, 9, 12 in unison; Hymn 469, verses 1, 8, 9, in unison.
Holy Communion (12 Noon). Evensong (6 p.m.) (Auxiliary Choir). Responses: Ferial; Psalm, 107 (Oakeley); Magnificat, Smart; Nunc Dimittis Barnby; Hymns, 127, 612, 133. N.B.—Psalm 103, verses 1, 2, 8, 11, 17, 19, 22, in unison; Hymn, 197 verses 1, 3 in unison; Hymn, 612, verses 1, 6, in unison; Hymn 133, verses 1, 3, 8, in unison. [114]

UNION CHURCH (Kennedy Road).

Sunday Services, April 3rd.
Morning Service at 11 a.m. Hymns, 368, 540, 505, 330; Anthem, "What are These?" Stainer; Subject of Sermon, "The Commemoration of Love." Communion at Noon.
Evening Service at 6 p.m. Hymns, 239, 17, 19, 468; Subject of Sermon, "The Prayer for Bread." Fifth of Series on the Lord's Prayer. Preacher, Rev. J. Kirk Macdonald. [115]

CHURCH OF ENGLAND MILITARY SERVICES.

Sunday, April 3rd, 1921.
7 a.m. Holy Communion, Hospital, Bowen Road.
9 a.m. Parade Service and Holy Communion, Cathedral.
11 a.m. Parade Service and Holy Communion, Lyemun Barracks.
6.45 p.m. Evening Service, Hospital, Bowen Road.
6.45 p.m. Evening Service, Chaplain's Room. [192]

FIRST CHURCH OF CHRIST SCIENTISTS, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 3.45 p.m. [193]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 1st

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.87	30.00	29.81
Temperature	69	64	70
Humidity	69	58	77
Wind Direction	West	East	East
Force	1	1	2
Weather	0	0	0
Rain	0	0	0

Highest open-air Temperature on 31st ... 69
Lowest open-air Temperature on 1st ... 64

A WASTE OF GOOD FOOD.

In many countries during the Great War, it was made a criminal offence to waste food wilfully. War or no war, no right-minded individual ever does wilfully waste good food, but a great many of us do waste it, in spite of ourselves.

Any of the food we eat, which is not thoroughly digested and assimilated, is wasted, and this waste occurs whenever our principal organs of digestion—the stomach, liver and bowels—lose their tone and with it the power to do their work efficiently.

The immediate consequences often include pain after eating, flatulence, acidity, headaches, biliousness, constipation and other disagreeable signs that our digestive system is out of order.

Later, just because we are not obtaining full value from the food we have eaten, we begin to lose our strength and energy.

All that is necessary to banish these troubles and prevent their return, is to restore the digestive organs to thorough, natural, working order, and for this purpose no medicine is so sure or so well recommended as the world-famed and reliable digestive tonic, Mother Seigel's Syrup. For over fifty years this medicine has been the tried and true friend of all who suffer from stomach and liver troubles. This popular remedy is prepared from the medicinal extracts of more than ten different roots, barks and herbs, which in combination have a remarkably beneficial effect upon the digestive organs.

Mother Seigel's Syrup tones and strengthens the stomach, stimulates the liver, and restores the bowels to healthy activity, thereby ensuring, in a natural way, complete digestion and assimilation of food. Appetite improves, food is again eaten and enjoyed, and you wake up in the morning feeling fresh, and ready for your work.

In every part of the British Empire, Mother Seigel's Syrup is regularly taken and recommended by those who know its sterling worth, and have experienced for themselves what benefits are derived from its use. Thousands of such people take a dose of the Syrup regularly, after each of the principal meals of the day, and they say they owe to this simple precaution their freedom from indigestion, their energy and good health.

There are certain imitations of Mother Seigel's Syrup upon the market, but no imitation possesses the remedial value which has made the Syrup for fifty years the most popular remedy for indigestion in the world. [25]

MARTIN'S APOLISTEEL PILL

A French Remedy for all Indigestions, Flatulencies, Colic, Headaches, Stomach Aches, and all Disorders of the Digestive System. It is a powerful and reliable remedy, and is sold in all the principal Pharmacies and Chemists.

MARTIN'S APOLISTEEL PILL

For further information apply to—
VETARZO
DR. J. C. GILLES
10, R. de la Paix, Paris.

INDO-CHINA

STEAM NAVIGATION COMPANY LIMITED

SAILINGS SUBJECT TO ALTERATION

BANGKOK via SWATOW ... "TEPAO" ... Tues. 5th Apr. D'light.
STRAITS & CALCUTTA ... "CHAKSANG" ... Tues. 6th Apr. 3 p.m.
HAIPHONG via HOIHOW ... "LOKSANG" ... Wed. 6th Apr. 9 a.m.
SHANGHAI & TIENTSIN via SWATOW ... "WINGSANG" ... Thurs. 7th Apr. D'light.
MANILA ... "YUENSANG" ... Fri. 8th Apr. 3 p.m.
Kobe via SHANGHAI ... "FUOKSANG" ... Mon. 11th Apr. Noon.
SHANGHAI ... "TUNGSHING" ... Mon. 11th Apr. Noon.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings at Hoihow when indorsement offers.

HAIPHONG LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chaofo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Tuesday, Apr. 5th, 3 p.m., for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 214.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
S.S. "GLENIFFER" ...	14th April.
S.S. "GLENLYLE" ...	23rd April.

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
S.S. "CARNARVONSHIRE" ...	24th Apr.	Glasgow, London & Rotterdam.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Tel. No. 21 sub. 5 ex. 23 and 2696.

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Telephone: Bananmy
2344, 2352.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... Y20,000,000

President: Mr. Y. KAWAKISEN

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARUYA AKI

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 3, Bunko, Kobe.

SHIPPING NEWS

ARRIVALS.

April 1st.
Arabia Maru, Japanese str., 3,900 tons,
from Tacoma, with a general cargo.—
O.S.K.

Boeroe, Dutch str., 4,100 tons, Capt.
Uersteig, from Manila, with a gen-
eral cargo.—J.O.J.L.

Empress of Russia, British str., 8,783
tons, Capt. Robinson, from Vancouver
and Manila, with a general cargo.—
C.P.O.S.

Haiman, British str., 611 tons, Capt.
C. E. Page, from Haiphong and
Hohow, with a general cargo.—Po
Shun S.S. Co.

Hoihow, British str., 1,270 tons, Capt.
Pammore, from Swatow, with a gen-
eral cargo.

Kaiyo Maru, Japanese str., 2,015 tons,
Capt. S. Nomura, from Keelung,
with coal.—M.B.K.

Kanghwa, British str., 1,224 tons, Capt.
P. H. Cowan, from Bangkok and
Swatow, with a general cargo.—B.
& S.

Kashima Maru, Japanese str., 1,473 tons,
Capt. H. Shiota, from Keelung, with
coal.—O.S.K.

Kishi Maru, Japanese str., 1,507 tons,
Capt. H. Ohuchi, from Keelung, with
coal.—O.S.K.

Macassar Maru, Japanese str., 2,403 tons,
Capt. N. Sudzuki, from Balikpapan,
with sugar.—Doddwell & Co.

Malacca Maru, Japanese str., 1,160 tons,
Capt. Tokiyu, from Wakamatsu, with
coal.—M.B.K.

Sourabaya Maru, Japanese str., 2,730
tons, Capt. Takada, from Sandakan,
with a general cargo.—O.S.K.

Suiyung, British str., 1,504 tons, Capt.
Harrison, from Canton, with a gen-
eral cargo.—B. & S.

Tai Nze Ma, Chinese str., 402 tons, Capt.
Chan Chau, from Hoihow, with a
general cargo.—Yan Ket S.S. Co.

Tejima, British str., 973 tons, Capt. A. D.
Kelman, from Hoihow, with rice.—
J.M. & Co.

Uda Maru No. 10, Japanese str.,
693 tons, Capt. F. Sugimoto, from
Bangkok, with rice and meal.—
Kwang Yuen Seng.

Szechuen, British str., 1,504 tons, Capt.
W. Benson, from Shanghai, with a
general cargo.—B. & S.

CLEARANCES.

April 1st.

Bourbon, for Saigon.

Eurana, for Saigon.

Hanyehou, for Hongkong.

Hok Canton, for K. C. Wan.

Kwangyue, for Hongkong.

Longchuan, for Manila.

Shokkan Maru, for Takao.

Sourabaya Maru, for Takao.

Szechuen, for Canton.

Tai Nze Maru, for Hoihow.

Van Cloon, for Swatow.

Whangpu, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. Szechuen, on April 1st.—Mr.
L. Stevenson, Mr. O. Smith, Mr. G.
Dunlop, Mr. N. Travers, and Mrs. S. M.
Mayes.

Per s.s. Hoihow, on April 1st.—Mrs.
and Miss Marriott, Miss Mason, Mr. O.
H. Cowan, Mr. J. M. Clements, Miss
Dawson, Mr. and Mrs. Angell, Mr. R.
Horne, Miss Foster, and Mrs. Walker.

Per R.M.S. Empress of Russia, on
April 1st.—Mr. J. A. Abellera, Mr. E.
B. Bayes, Mr. A. H. Baer, Mr. J. R.
Burgess, Mr. G. Brown, Mr. and Mrs.
A. E. Brooks, Miss J. Bass, Miss M.
Brooks, Mrs. F. E. Brewer, Mr. and
Mrs. B. E. Chambers, Mr. R. Cullinan,
Miss B. Coney, Miss M. E. Cory, Mr.
C. H. Chadwick, Mr. and D. M. Carman,
Mr. L. V. Carmack, Mrs. M. Dow, Mr.
and Mrs. A. G. Desherbinin, Mr. Drum-
mond, Mrs. J. M. Deim, Mr. B. Doble,
Mrs. P. E. Dutcher, Mr. L. J. Dinkler,
Miss R. E. Dudley, Mr. and Mrs. E.
J. Dymek, Mr. and Mrs. C. A. Dailey,
Mr. and Mrs. J. C. Eden, Mr. O. C.
Eberhardt, Mr. J. Ewing, Mr. and Mrs.
W. H. Emberton, Mrs. J. G. Errin, Miss
E. G. Fillingham, Mr. H. E. Falcone,
Mr. W. C. Glen, Mrs. M. B. Gunn, Misses
H. and H. Gunn, Mrs. L. M. Cascom,
Miss R. Guevara, Mr. and Mrs. J. C.
Hughes, Mrs. N. Harness, Mr. and Mrs.
C. B. Hall, Mr. M. Herrera, Mr. and
Mrs. R. E. Hay, Mrs. R. Hashim, Mrs.
R. Hashim, Mrs. E. G. Heybrooke, Mrs.
Hibbard, Mr. and Mrs. J. Higginbotham,
Mr. E. A. Heide, Mr. D. Hedges, Mr.
D. S. Hasranjani, Mr. N. Inouye, Mrs.
J. C. Jones, Miss J. Jones, Mr. S. E.
Jackson, Mrs. J. V. Lowe, Mr. C. V.
Marsh, Mr. H. Merriman, Mrs. H. and
Miss J. Madier, Mr. R. Meyer, Mr. A.
Mirzan, Mr. H. F. Morris, Mr. E.
Marcello, Mr. and Mrs. C. F. Massoy,
Justice G. A. Malcom, Mr. and Mrs.
J. B. Morton, Miss J. McBride, Mr. and
Mrs. J. W. McCoy, Mrs. G. Macdonald,
Mrs. D. M. McAlister, Mrs. W. McFaden,
Mr. E. McDonough, Miss E. Nichols,
Mrs. F. Nisoyas, Mr. R. A. O'Connor,
Mr. and Mrs. W. E. Priestley, Miss
Priestley, Mrs. E. Peterson, Mrs. J. S.
Powell, Mrs. Pardo, Mrs. M. Rushton,
Miss O. M. Russell, Mrs. E. C. Rogers,
Mr. Ruines, Mr. F. H. Rolley, Mr. D.
B. Spears, Miss G. E. Smith, Miss R.
Smith, Mrs. R. Spokoff, Dr. and Mrs. B.
H. E. Steinmetz, Mr. and Mrs. F. B.
Stone, Mr. T. Schom, Rev. A. Turner,
Mrs. R. Treman, Miss P. L. Thomas,
Mr. and Mrs. F. Towles, Mr. and
A. S. Vandam, Mr. and Mrs. J.
J. Valdez, Mr. J. R. Vinson, Mr.
and Mrs. F. E. Vitt, Mr. and Mrs. L. E.
Webb, Mr. E. Webb, Mr. R. Webb, Mr.
O. C. Williams, Mrs. A. H. Woods, Mr.
D. To Welch, Mr. and Mrs. H. W. Wid-
daes, Mr. A. Woolf, Mr. G. J. Woolf,
Mr. R. Weekley, Mr. N. F. Xavier, Mrs.
M. Yoshikane, Mr. W. Hollingshead, Mrs.
E. O. Meyers, Mr. L. A. Brinker, Mr.
Floord, Mr. E. H. Thomas, Mr. W. W.
Harris, Mr. W. W. Armstrong, Miss
Armstrong, Mrs. Passing Rect, Mr. T. A.
Box, Mr. C. W. Barrow, Mrs. M. Carlyon,
Masters B. and J. Carlyon, Mr. S. W.
Creevey, Mr. G. H. Collins, Mr. H. Cox,
Mr. T. P. Diaz, Mr. W. D. French, Mr.

and Mrs. H. T. Glover, Mr. T. R. Green,
Mr. T. E. Gardner, Mr. O. Bolter, Mr.
W. Hinton, Mr. J. F. W. Hamson, Mr.
E. Kubura, Mr. V. D. Karanjia, Mr. F.
Mackell, Mr. A. S. McConnell, Mr. A. B.
O'Brien, Mr. and Mrs. A. Paul, Mr. H. O.
Pratt, Mr. J. A. Robertson, Mr. C. Rich,
Mr. W. G. C. Stewart, Mr. J. Shepherd,
Mr. J. P. Stephens, Mr. S. H. Sharpe,
Mr. S. Sullivan, Mr. H. Waller, Mr. H.
Woods and Mr. T. A. Webb.

SHIPPING MOVEMENTS.

The P. & O. S.N. Co.'s s.s. *Nankin*
left Shanghai for this port on the 31st
March at 3 p.m., and is due here to-
morrow (Sunday) about noon.

The R.M.S. *Empress of Japan* arrived
at Yokohama on March 30th left there
March 31st (noon), and is due at Van-
couver on April 13th.

The N.Y.K. s.s. *Sado Maru* (European
line) left Shanghai for this port on
March 31st, and is expected here on April
3rd.

The N.Y.K. s.s. *Tottori Maru* (Calcutta
line) left Moji for this port direct on
March 31st, and is expected here on
April 5th.

The s.s. *Ningchow* (Blue Funnel line)
left Shanghai on April 1st for London,
Amsterdam and Antwerp via Hongkong.
The vessel is due here on April 4th, and
will sail, as above, on April 5th.

The T.K.K. s.s. *Siberia Maru* arrived
at Yokohama on March 31st, and will sail
to-day for Honolulu and San Francisco.

The O.M.S. Co. s.s. *Vile* left Shanghai
on April 1st, and is due here on April
4th, at daylight. The vessel will sail for
Singapore on April 5th, at 3 p.m.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.
Ala Maru (N.Y.K.), from Sydney, due
April 11th.

Antiochus (Blue Funnel line), due April
2nd.

Atsuta Maru (N.Y.K.), due April 27th.

Awa Maru (N.Y.K.), from Liverpool,
due April 24th.

Benedict (Ben line), from Europe, due
April 5th.

Bowes Castle (Barber line), Doddwell &
Co., agents, from New York, due
April 15th.

Calcutta (Admiral line), from Saigon,
due about April 5th.

Coastal (Admiral line), from Portland
Ore., due about April 5th.

Crosskey (Admiral line), from Seattle,
Wash., due about April 8th.

Delight from Seattle, due April 3rd.

Euryades (Blue Funnel), due April 30th.

Hector (Blue Funnel), due May 4th.

Leo Maru (N.Y.K. European), from Lon-
don, due April 14th.

Kamakura Maru (N.Y.K.), from Liver-
pool, due April 10th.

Machon (Blue Funnel), due May 8th.

Pyrhus (Blue Funnel line), due April
2nd.

Sado Maru, from Japan, due April 3rd.

Telemachus (Blue Funnel line), due April
11th.

Tottori Maru (N.Y.K.), from Japan, due
April 5th.

Tsushima Maru (N.Y.K.), from Bombay,
due April 14th.

Yamagata Maru (N.Y.K.), from Cal-
cutta, due April 15th.

Yosorofu Maru (N.Y.K.), from Calcutta,
due April 14th.

WEATHER REPORT.

April 1st at 11:23.—Pressure has de-
creased moderately at Shanghai and
Haiphong, and slightly at other reporting
stations.

The anti-cyclone has weakened and passed
into the Pacific.

The monsoon is interrupted to the north
of Amoy.

Hongkong rainfall for the 24 hours
ending at 10 a.m. to-day, 0.90 inch. Total
since January 1st, 5.74 inches against an
average of 6.33 inches.

The forecast for the 24 hours ending at
noon to-day is as follows:—

District Forecast.

Hongkong to Gap Rock (E. winds, mo-
derate; fair, fog
later)

Formosa Channel (N. winds, mo-
derate to fresh,
freshening)

South coast of China between
Hongkong and Lamock (E. winds, mo-
derate to fresh,
freshening)

South coast of China between
Hongkong and Hainan (The same as
No. 1.)

SUNRISE AND SUNSET.

HONGKONG TIMES FOR APRIL.

Date.	Sunrise.	Sunset.
April 2nd.	6.15 a.m.	6.39 p.m.
3rd.	6.14 a.m.	6.40 p.m.
4th.	6.14 a.m.	6.40 p.m.
5th.	6.13 a.m.	6.40 p.m.
6th.	6.12 a.m.	6.41 p.m.
7th.	6.11 a.m.	6.41 p.m.
8th.	6.10 a.m.	6.41 p.m.
9th.	6.10 a.m.	6.41 p.m.
10th.	6.9 a.m.	6.42 p.m.
11th.	6.7 a.m.	6.42 p.m.
12th.	6.8 a.m.	6.42 p.m.
13th.	6.5 a.m.	6.43 p.m.
14th.	6.4 a.m.	6.43 p.m.
15th.	6.3 a.m.	6.44 p.m.
16th.	6.3 a.m.	6.44 p.m.
17th.	6.2 a.m.	6.45 p.m.
18th.	6.1 a.m.	6.45 p.m.
19th.	6.0 a.m.	6.45 p.m.
20th.	6.0 a.m.	6.45 p.m.
21st.	5.59 a.m.	6.46 p.m.
22nd.	5.58 a.m.	6.46 p.m.
23rd.	5.57 a.m.	6.46 p.m.
24th.	5.56 a.m.	6.47 p.m.
25th.	5.56 a.m.	6.47 p.m.
26th.	5.54 a.m.	6.48 p.m.
27th.	5.54 a.m.	6.48 p.m.
28th.	5.53 a.m.	6.49 p.m.
29th.	5.52 a.m.	6.49 p.m.
30th.	5.52 a.m.	6.50 p.m.

T. F. CLAXTON,
Director,
Royal Observatory.

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (Moji) Kob & Yokohama

Steamer	From	Departure
EMPERESS OF ASIA	Hongkong	May 31, Apr. 18
EMPERESS OF RUSSIA	Hongkong	Apr. 7, May 1
EMPERESS OF JAPAN	Hongkong	Apr. 28, May 16
EMPERESS OF ASIA	Hongkong	May 17, June 7
EMPERESS OF JAPAN	Hongkong	May 26, June 13
EMPERESS OF RUSSIA	Hongkong	June 14, July 8
EMPERESS OF JAPAN	Hongkong	June 23, July 11
EMPERESS OF ASIA	Hongkong	July 7, July 23
EMPERESS OF RUSSIA	Hongkong	July 21, Aug. 8
EMPERESS OF JAPAN	Hongkong	Aug. 18, Sept. 5
EMPERESS OF ASIA	Hongkong	Aug. 23, Sept. 16

For further information regarding passenger and freight rates, apply to the
HONGKONG OFFICE
CANADIAN PACIFIC OCEAN
SERVICES, LTD.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI JAPAN PORTS AND HONOLULU
AMERICAN STEAMERS

"VENEZUELA" Wednesday, April 20th.

"GOLDEN STATE" About Monday, April 25th.

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Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama
and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SHANGHAI

For CALCUTTA via SINGAPORE, PENANG, AND RANGOON:
S.S. "LAKE GILPIN" Sailing April 11th.

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Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE,
CALCUTTA & COLOMBO.

Monthly Sailings:

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore,
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GREEN STAR LINE.

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To SEATTLE & VANCOUVER (via MANILA)
"West Jessup" 22nd April

To SAN FRANCISCO (via MANILA)
"West Jett" 25th April

Also cargo accepted for Transshipment at San Francisco and/or
Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK, BOSTON.

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(451)

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MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE and BELAWAN-DELI.

April 2nd.

This vessel offers excellent cabin accommodation for saloon passengers

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574. Agents 78

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & HONGKONG.

"HWAH PING" April 9th.

"VICTORIA" April 29th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.
Agents,
115, Cross Street, Road Central.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
TOKYO MARU	23,000	April 3rd.
SHINTO MARU	23,000	April 27th.
FRESIA MARU	23,000	May 14th.
TAIYO MARU	23,000	May 28th.
SIBERIA MARU	23,000	June 10th.

* Calling at Dairen instead of Nagasaki. * Ombing Shanghai

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, BAHIA

CAHU, BALBOA, CALLAO, MOLLEDO, ARICA & IQUITUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
HAYO MARU	13,000	April 9th.
SHINTO MARU	14,000	May 15th.
TOKUYO MARU	13,000	June 10th.
RAKUYO MARU	17,500	July 11th.

* Cargo only

For full information regarding passenger, freight and sailing, apply to—

Y. TSUTSUMI, Manager,
King's Building, Tel. No. 3274 & 3275.

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 1

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

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Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "KIOTO" ... 15th April.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "KASENGA" ... 30th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.

or to Buns & Co., Canton.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK via "KANDAHAR" ... 8th Apr.
— do — via "CITY OF DUNKIRK" ... 25th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD. HONGKONG
HONGKONG and CANTONP. & O. - BRITISH INDIA
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, Persian Gulf, West Indies,

MAURITIUS, East & South Africa, AUSTRALIA INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	4th Apr. 11 A.M.	Marseilles, London & Antwerp
"DUNERA"	5,414	17th Apr.	Spore, Colombo, & Bombay.
"KHIVBER"	9,000	15th Apr.	Marseilles, London & Antwerp
"SODAN"	7,000	29th Apr.	do.
"DILWARA"	5,400	3rd May.	Singapore, Colombo & Bombay.
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp
"PLASSY"	7,345	10th June.	do.
"DELTA"	8,000	24th June.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" | 4,849 | 8th Apr. | Calcutta via Spore, Panga & Yoon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	9th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

+ Omits Sandakan Calls Timor

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"SODAN"	6,688	1st Apr. 10 A.M.	Shanghai, Moji & Kobe.
"DUNERA"	5,400	5th Apr.	Shanghai only.
"NAGOYA"	7,000	11th Apr.	Shanghai & Japan.
"KANOWNA"	7,000	16th Apr.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments and of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"BURMA MARU" ... Monday, 19th April.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS,

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE

"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Thursday, 7th April.

"INDUS MARU" ... Sunday, 10th April.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"KISSU MARU" ... Sunday, 3rd April.

"Excellent accommodation for 1st and 2nd class passengers."

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service connecting at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE.

ONE STEAMER ... Middle of April.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"ANDES MARU" ... Sunday, 3rd April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Customs Office.

"KAIYO MARU" ... Sunday, 3rd April.

TAKAO via SWATOW & AMOY.

"BOHEI MARU" ... Thursday, 7th April.

For sailing dates and further particulars please apply to
Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

"CHANGSHA" ... 25th April ... 30th April

SAILING SERVICE TO AUSTRALIA.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight & Passengers apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

For MANILA

Sailing May 3rd.

For VICTORIA, B.C. & SEATTLE, WASH.

(Calling at Shanghai & Japan Ports).

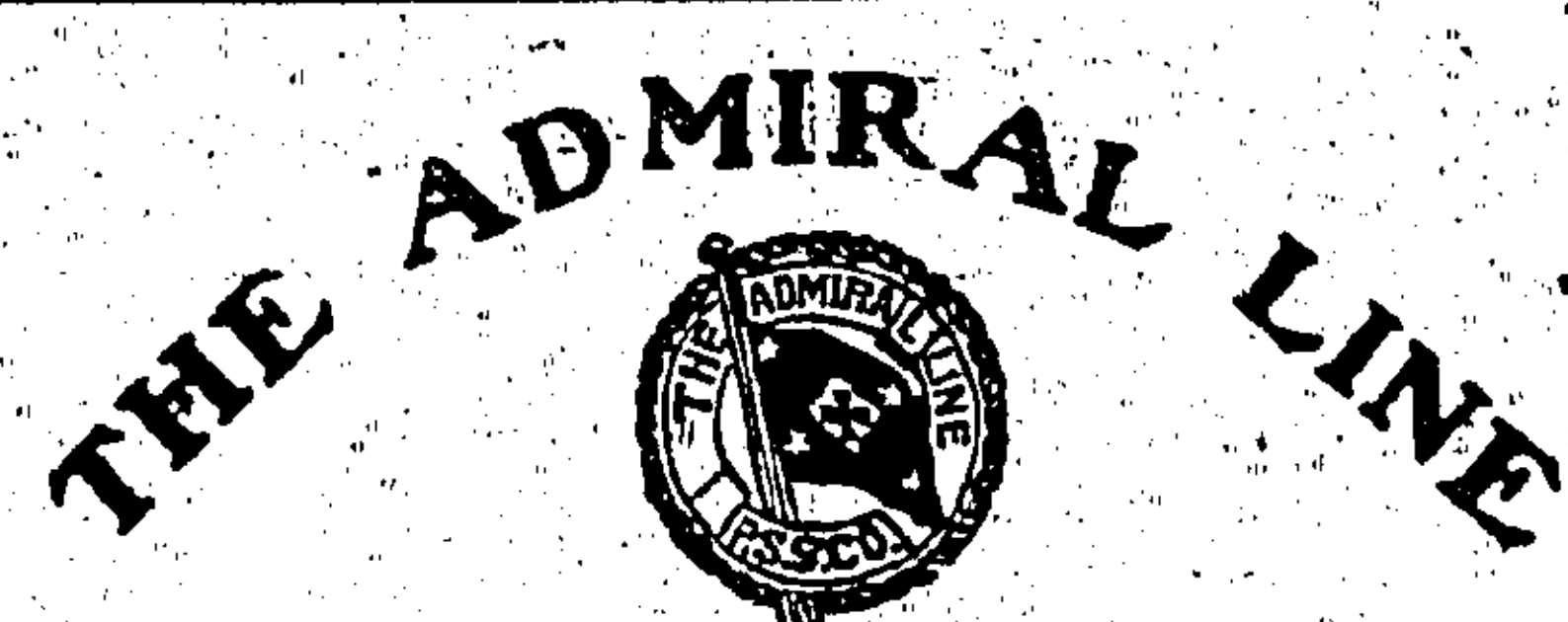
	From Hongkong	Arrive Seattle
S.S. "WENATCHEE"	May 14th	June 3rd.
S.S. "KEYSTONE STATE"	July 5th	July 25th.
S.S. "WENATCHEE"	July 25th	Aug. 12th.
S.S. "KEYSTONE STATE"	Sept. 17th	Oct. 5th.

Information regarding rates, accommodation etc., Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [662]



Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

FOR SEATTLE, TACOMA, VICTORIA & VANCOUVER.

For MANILA

Sailing April 9th.

(Calling Kobe, Yokohama & Seattle)

"CROSSKEYS" ... Freight Only ... About April 16th.

FOR PORTLAND DIRECT.

(Calling at Kobe and Yokohama).

"MONTAGUE" ... Freight only About April 26th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS

OPERATING THE FOLLOWING U.S.B. STEAMERS

CADARETTA ... April 10th.

LAKE FARRAR ... April 20th.

LAKE ONAWA ... May 19th.

Through bills of Lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE

Tel. Add.: ADMIRALINE.

5th Floor, HOTEL MANSIONS BUILDING.
Telephones 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

WM. H. WEBB, ... April 11th.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.,
THE ADMIRAL LINE.

Telephones

AGENTS

5th Floor

2477 & 2478.

HOTEL MANSIONS.

[178]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" ... 11,000	On or about 5th April
	"ANDRE LEBON" ... 20,900	On or about 27th April

SAIGON, BANGKOK, COLOMBO, DIBOUTI, SUZ, PORT SAID	"CHILI" ... 10,000	On or about 18th April.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. BODENFUSCH.

Acting Agent,
Queen's Building.

Telephone 740.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI & TSINGTAO	"SUZYANG"	On 2nd April, 3 P.M.
SWATOW and SINGAPORE	"CHANGCHOW"	On 3rd April, D'light
HOLOOW, PAKHOI & PHONG	"KAIKONG"	On 4th April, 10 A.M.
SWATOW, CHENG & TIENTSIN	"KUEICHOW"	On 4th April, 4 P.M.
SWATOW & BANGKOK	"KANCHOW"	On 5th April, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SZECHUEN"	On 5th April, Noon.
SHANGHAI & TSINGTAO	"SUNNING"	On 7th April, Noon.
	"CHENAN"	On 9th April, Noon.

SHANGHAI LINE—PASSENGER, MAILED and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 26.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 5 to 10 Days).

"MAIHONG" ... (Capt. W. C. Farnmore) SUNDAY, Apr. 3rd, at 12 Noon.
"MAIHONG" ... (Capt. A. H. Stewart) TUESDAY, Apr. 5th, at 12 Noon.
• For Swatow Only

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

